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## Official and Classified ADVERTISEMENTS

Continued from Page 19

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# fishing news

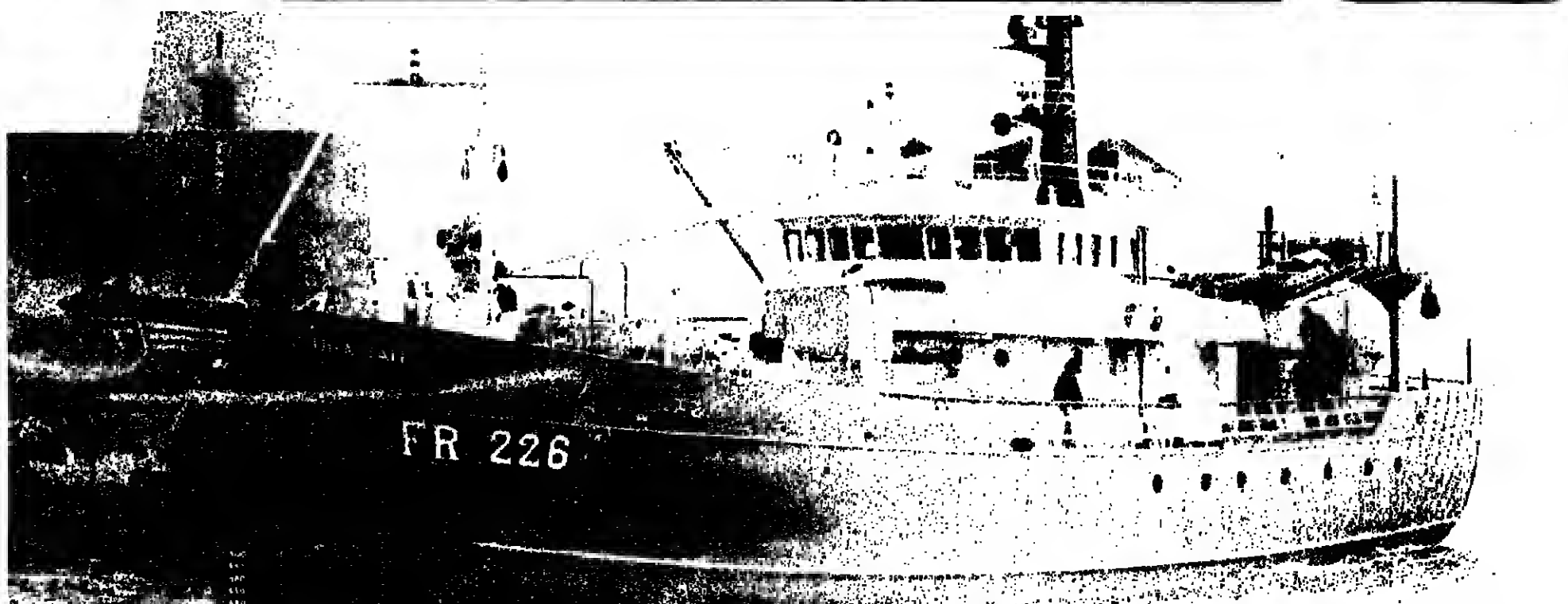
July 28, 1978

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**MIRREES BLACKSTONE DIESELS**



## £2.3m BOOST FOR PURSER FLEET

THE POWER of the Scottish purse seine fleet increased dramatically last week when two new additions sailed in to the ports of Peterhead and Fraserburgh. First came the 110ft. *Lunar Bow* from Norway — and she was followed at Fraserburgh by the 137ft. *Andra Tait* from Holland. Total cost of both vessels is in the region of £2.3m.

*Lunar Bow* has been built for the Buchan family of Peterhead which also operates two other pursers, *Vigilant* and *Pathway*. She has been built at the Sigbjørn Iversen yard in Flekkefjord, Norway, and will be commanded by Skipper William Buchan.

*Andra Tait*, built at the Maeslant yard in Holland, joins the pursers *Chris Andra* and *Tait's* owned by the Tait family of Fraserburgh. The new addition will be commanded by Skipper 'Willie' Tait.

The new Tait purser can hold 500 tonnes in RSW tanks and is powered by a 1,500 hp Wichmann diesel.

*Andra Tait* is the second purser to be delivered for the Tait family within the last three months. In April the 104ft. *Tait's* was delivered from the Kermoy Shipyard in Norway. Shetland meckers were the first quarry for *Andra Tait*. She left for the grounds on Monday morning. Robert Tait, in the 135ft. *Chris Andra*, had come back to Fraserburgh from Shetland last week with 160-tons of meckers on board.

The family's other purser, *Tait's*, is also on the Shetland grounds.

*Lunar Bow* — third purser for Buchan family.

*Andra Tait* — second purser for Tait family.

*Chris Andra* — first purser for Tait family.

*Tait's* — fourth purser for Tait family.

*Pathway* — fifth purser for Buchan family.

*Vigilant* — sixth purser for Buchan family.

*Andra Tait* — seventh purser for Tait family.

*Chris Andra* — eighth purser for Tait family.

*Tait's* — ninth purser for Tait family.

*Pathway* — tenth purser for Buchan family.

*Vigilant* — eleventh purser for Buchan family.

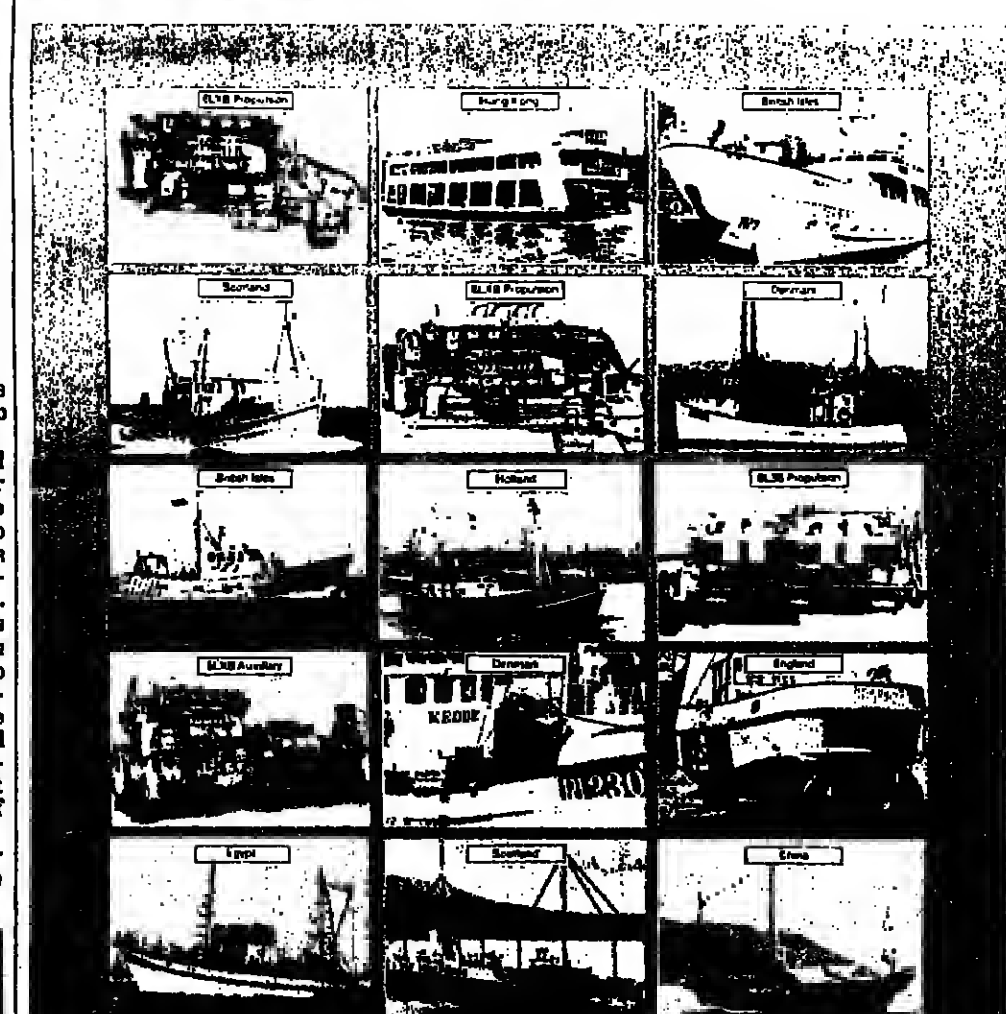
*Andra Tait* — twelfth purser for Tait family.

*Chris Andra* — thirteenth purser for Tait family.

*Tait's* — fourteenth purser for Tait family.

*Pathway* — fifteenth purser for Buchan family.

*Vigilant* — sixteenth purser for Buchan family.



**World record catch**  
 — page two

*Lunar Bow* — third purser for Buchan family.



# SILKIN FIGHTS OFF ATTACK BY EEC MINISTERS

FISHERIES Minister John Silkin held fast against what he regarded as a concerted attack on Britain by the rest of the EEC in Brussels this week. He was convinced that the Council of Ministers, led by its new president German Fisheries Minister, Josef Ertl, was trying to force a Common Fisheries Policy on the UK in a piecemeal operation.

Silkin agreed to the Irish aid and added a note in the Council Minutes drawing attention to Britain's vital fishing interests.

The very next day Mr. Ertl again tried to push through measures on a majority voting basis. This time the issue was framework agreements with Norway, Sweden and the Faroes.

But Mr. Silkin again invoked the Luxembourg compromise of 1966 by which a country can refuse to accept majority voting when its vital national interests are threatened.

## Support

The trouble arose because the Irish said they would not consent to any arrangement with third countries unless the Council agreed on the £30m the Commission had proposed they should receive to improve fisheries control.

Mr. Ertl tried to impose majority voting on the Council for the "Irish Gunboat Measure." Majority voting is written into all the proposals the Commission has put forward to make up the Common Fisheries Policy. But Mr. Silkin would have none of it for fear of a backdoor, year and cannot be considered part of the Common Fisheries Policy.

The Council also voted structural aid of about £3m to Ireland and Italy, but Mr. Silkin was happy with this because it only applies to this year and cannot be considered part of the Common Fisheries Policy.

The Council also agreed after four hours of the EEC ministerial wrangling, Mr. quota in Norwegian waters

north of the 62nd parallel between August 1 and October 31. Britain's share of this remains at 70.3 per cent of the cod and haddock, although this is not considered enough by the British fishing industry.

Austen Laing, Director-General of the British Fishing Federation, said that something like 90 per cent could be justified on a historical basis.

There is no doubt that the new German presidency of the Council is making a determined effort to push through the Common Fisheries Policy during its term of office.

Mr. Ertl made it clear he was keen to see the intractable problems of the Common Fisheries Policy taken to the summit of EEC leaders in Brussels in December.

Whatever happens in the General Election in October, if there is one, Mr. Silkin is determined that Britain's position on the Common Fisheries Policy is so tied up in September that no possible successor could back down on the stand he has taken.



Another shot of Lunor Bow, the new 110 ft. purse seiner for the Buchan family (see page one). She is seen at Peterhead last week soon after arriving from her builders in Norway.

## COMMENT

THE VISIT by John Silkin to Billingsgate market this week (page 14) was more than a ministerial ritual. In November, Parliament will be asked to pass an act which will send the market on its way out of the confines of the City of London to, hopefully, a 13-acre site on West India Dock.

By inviting Mr Silkin to tour the market, the London Fish Merchants' Association took a valuable step in getting some influential support for their long-awaited move. From his reaction to the appalling conditions which the trade is having to work under, the Minister is sure to be firmly behind the transfer.

The market is now limping along, but it will come to a virtual dead stop once a traffic widening scheme just outside its front doors comes into operation.

At a time when the market needs to extend the pattern of its trade as the supply situation becomes more difficult, it is being hit on the valuable import-export links that have been built up.

For Continental trucker drivers as well as those who come overnight from extreme parts of the UK, the discharging situation is appalling. The lack of space and the busy London traffic moving by just feet from the market entrance, constitute a continued threat.

So far, nobody seems to have come up with one good reason why the market should stay on its present site. The merchants know if they move it is going to cost them more, but they are realistic enough to see that the only way to stay in business is to expand trade. And this is just what they cannot do under the present conditions.

## fishing news

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Circulation:

Ann Dunsford  
75-77 Ashgrove Road, Ashley  
Down, Bristol BS7 9LW.  
Tel: 0272 425711

Published weekly

Postal subscription rate:  
£8 per annum  
£8.50 overseas

Registered as a newspaper at  
the Post Office.

ABC

110, FLEET STREET, LONDON EC4 2JL.  
Tel: 01-353 6961. Telex: 21977

# £121,480 - WOW!

A STAGGERING performance at Hull this week by the Icelandic stern trawler Engey earned £121,480 for 4,400 kits. This was the best single trip by a European wet fish vessel ever recorded.

The landing broke two records held by other Icelandic ships.

Engey's grossing was £18,385 up on that of Juni at Hull only a month earlier. She was the first vessel to

make a six-figure grossing at a British port. It was also about £5,000 above Ogr's performance when she discharged a £116,000 catch in Germany last year.

All the turnout was bulk fish and the semi-mechanical landing was undertaken in two 8-hour shifts.

Commenting on the landing, a spokesman for agents Boyd Line said: "It was the second time this vessel has been to Hull and the owners of the ship are delighted with the result." The vessel put out

to sea again about 10 pm Tuesday, presumably returning direct to the grounds on another trip.

Engey arrived at Hull on Sunday night and the fish landing was spread over a couple of days. On both occasions she was the only vessel serving the local market.

The Monday turnout of 2,165 kits made £63,244 and, when the remainder was on offer the following day, there was a good demand.

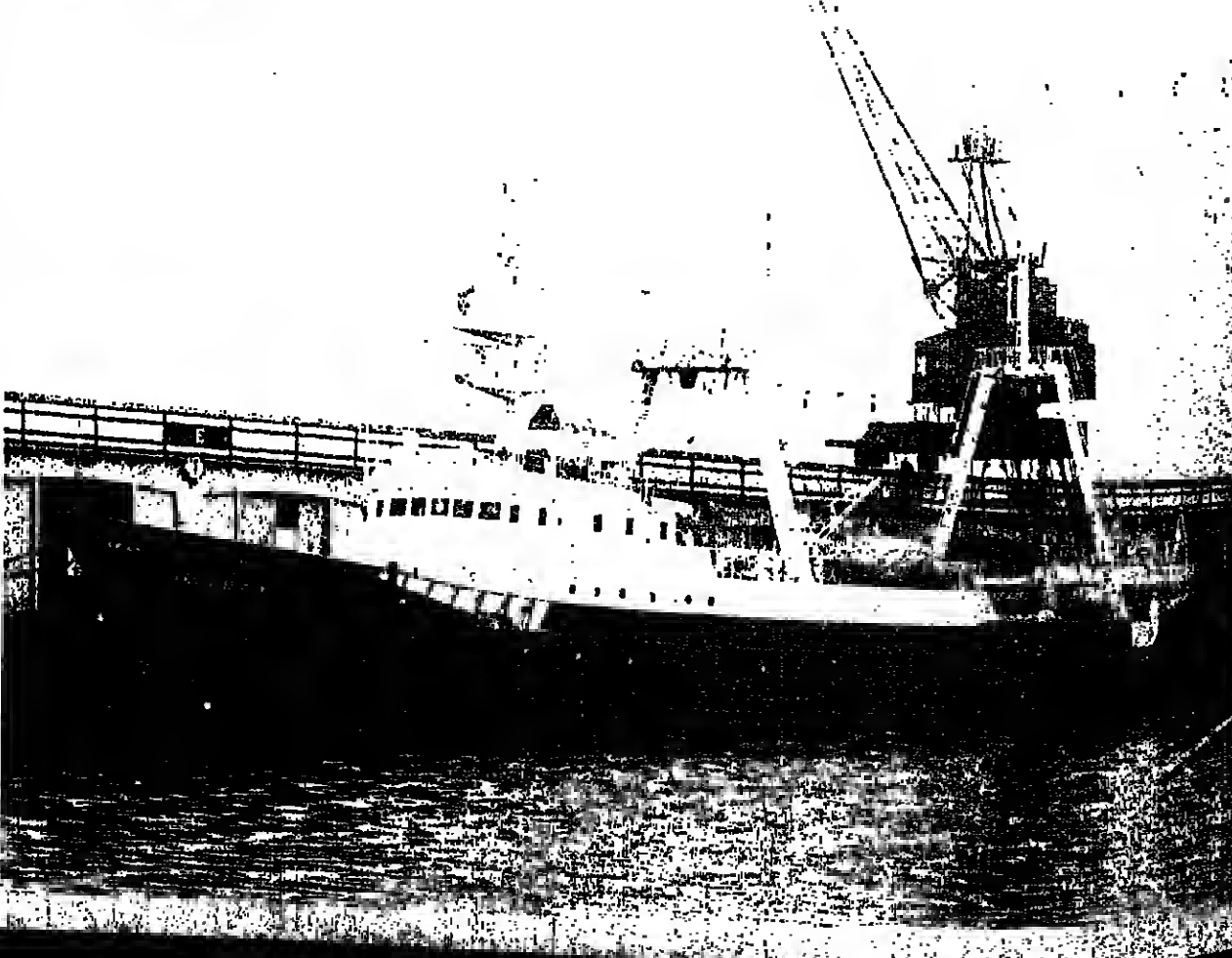
There were 3,955 kits of

codstuffs in the landing. The cod and codling range between £26.60 and £35.60 per 10-stone kit, averaging out at £28.64.

Also in the catch were large haddock (14 kits) £25/£30 (average £28.10), small haddock (6 kits) £22.50, cley (309 kits) £20.75/£22.50 (average £21.22), redfish (6 kits) £15.25/£24.25 (average £19.38), rockfish (2 kits) £14.50, ling (3 kits) £13.

The only surplus fish was 72-kits of redfish and rockfish which went for fish meal.

Engey at Hull this week.



# Autoliner's big debut

THE STORNOWAY-based 110ft. Anni Elisabeth — fitted with the Norwegian Autoline longlining system — made a fine start to her career last week when she landed at Lochinver.

After a short 34-day trip she put ashore 12 tons of ling, cod and tusk. A 14cwt specimen was also included in the skate.

The training course undertaken by the crew in Denmark with the Muatad

## STORNOWAY EXPERIMENT PAYING OFF

Autoline system seems to be paying off already.

"At the beginning of the trip the crew was shooting 120 hooks a minute. By the end they had worked up to 180

hooks a minute," the owner of the vessel, Mr. W. J. McLeod, told Fishing News.

The vessel has been partly financed by the Highlands and Islands Development

Board and it was only 10 weeks and 10 days after the vessel was purchased that she made her first landing.

The maiden trip had to be short because of lack of ice at Stornoway. The decision was made to land at Lochinver so that enough ice could be taken on board for her next trip, which will be for around 10-12 days off the west coast of Ireland.

On her first trip Anni Elisabeth, under Skipper Robert Mackinnon, was fishing 90 miles north-west of the Butt of Lewis.

Later in the year, the vessel expects to land at Breasclete, on the west coast of Lewis, for the now dried fish plant which is being set up.

THE SCOTTISH Fishermen's Organisation is to draw up a plan for licensing in the Clyde. An emergency meeting is to be held today (Friday) and it is hoped the Ministry will approve the scheme.

# 'KANDAHAR' CHOPPED

ANOTHER distant water trawler is heading for the breakers following the recent decision by HMT at Grimsby to scrap the old motor trawler Locarno.

She is the 507-ton motor vessel Ross Kandahar which, like Locarno, has been out of fishing for well over two years.

Earlier a sister-ship, Ross Khartoum, was fitted out at Grimsby for oil rig standby duty from Aberdeen and it had been hoped a similar role would save Ross Kandahar. However, it is understood there is now no likelihood of this taking place and the vessel has been stripped.

Built by Cochrane & Sons of Selby in 1958, this was one of six 'K' class middle water sister-ships oil around the 140ft. mark. Ross Kandahar was 'stretched' to 163ft. and full distant water capability at Dypool, Hull, in 1963.

In 1967 the trawler was transferred by Ross Trawlers to Ross-Stears Ltd. of New-foundland in a joint Anglo-Icelandic venture to work the



No rig work to save Ross Kandahar.

Grand Banks on a fresh basis. The move was not a success, largely because of poor facilities on the shore.

Kandahar and the other Grimsby trawlers involved had returned to the Humber.

Ross Kandahar is the 15th Grimsby distant water vessel to be sold or scrapped so far in an industry venture to work the

## Drink laws soon

BOTH major parties are now committed to introducing the more stringent drinking laws which include clauses dealing with drink on board fishing vessels.

The Government brought the Bill before Parliament as part of a white paper some time ago and Clinton Davis, Under Secretary for Trade, said in the Commons on Monday that the Government would implement it next session.

John Nott, Opposition spokesman for trade, who has a considerable number of fishermen among his St. Ives constituents, followed up with a commitment to bring the Bill in as soon as possible, subject to the priority of other major economic matters.

James Johnson, Lough MP for Hull, West, pointed out during a long exchange on the Bill that it included provision to deal with the longstanding abuse of taking liquor on board fishing vessels.

Mr. Davis said that the Government remained committed to the terms of the Bill and wanted to see it implemented next session.

On the question of drink he said: "This is a problem which has been identified in respect of a number of fatal accidents by inquiries."

Mr. Nott said that there had been plenty of time for the Government to bring in the Bill already. It was of great importance and the Opposition would bring it in as soon as possible.

## Heart attack — skipper dies



THE SKIPPER of the Lowestoft trawler Kingfish (left), Eric Hunter, died following a heart attack while the vessel was off the Humber on Sunday.

He is understood to have made a partial recovery from the heart attack and was later in the wheelhouse with the mate. An RAF rescue helicopter lifted him off, but he was reported dead on arrival at hospital in Hull. He was 64 and lived on the Wallstead Estate, Hull.

Kingfish, which has been on rig stand-by work in the North Sea, was towed in to Lowestoft later on Sunday by another Calmar Fishing Co. vessel, St. Nicola, after getting some rope around her propeller.

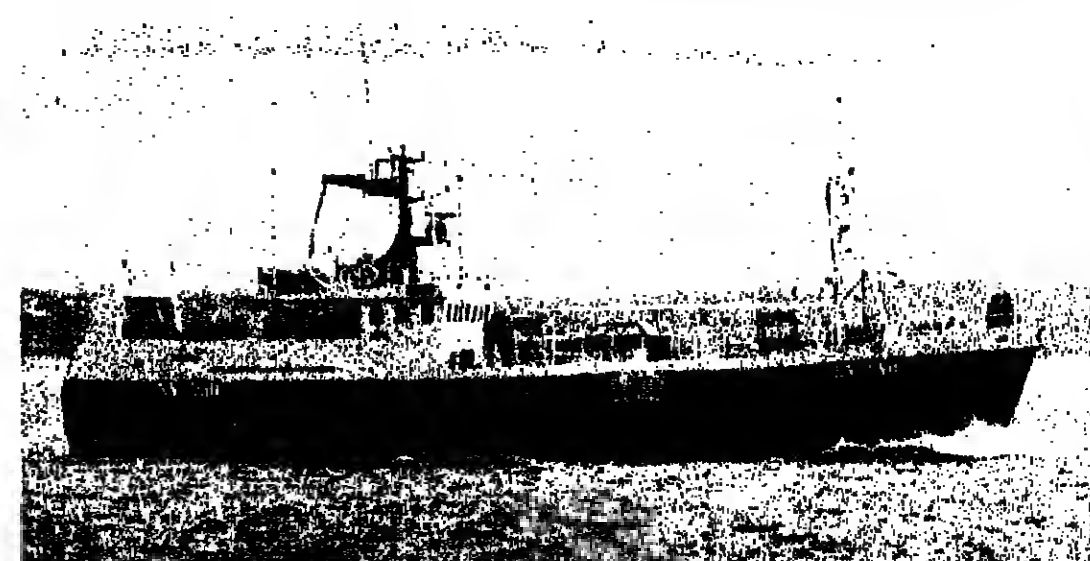
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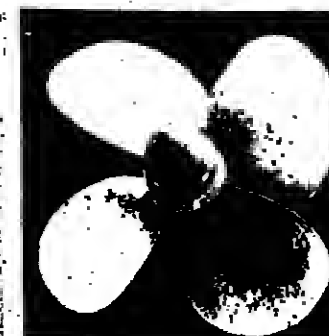
on his taking over of the

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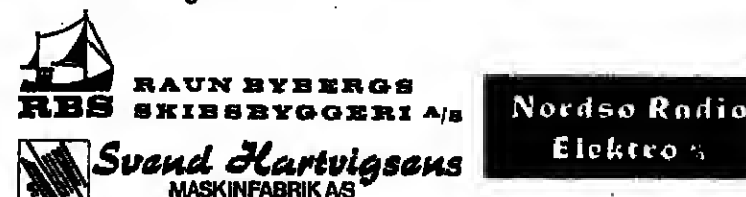
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This vessel of 208 tons gross has a 690/750 HP Callesen Diesel engine.

A shelter deck has been added and an automatic Mustad Longline System has been installed.

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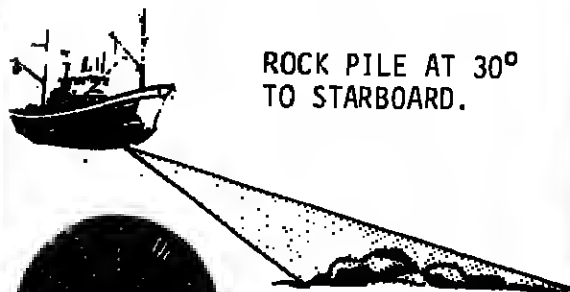
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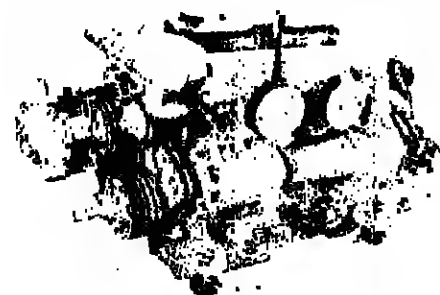
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## 'Problem' ketch

THE VISIT of the former Grimsby sailing trawler *Westward Ho!* (built in 1884) has created a great deal of interest at Aberdeen.

It has been suggested that a similar, or even older boat, could be found in Britain to be restored.

The ketch *Problem* (below) of Remegate looks a suitable candidate, although she is younger than her appearance would suggest. Built in 1904, she can be seen derelict in Lion Creek, leading off the River Crouch, Essex. There is one drawback — the Essex River Board constructed a new seawall after the 1953 floods: *Problem* is on the landward side of the wall and is high and dry. An elder tree is growing through her deck planks and her timbers are dried out.

# POT PIRATES HIT SUSSEX

FISHERMEN at Shoreham, Sussex, are angry over lobster pot pirates. Thousands of pounds worth of pots have been stolen from the sea each year in July and August.

Latest victim is local fisherman, Jim Partridge, who lost 120 pots recently, valued at £2,500. Last August he lost more than £2,000 worth in an identical snatch.

Littlehampton fisherman David Pyle had some 60 pots stolen at the same time. Both men's pots were set around the Owers Light Buoy, off Bognor Regis, where crabs are plentiful. They were taken from the same place last year. Fishermen suspect that

French trawlers are responsible. On several occasions large French boats have been sighted — and only a big boat could carry such large numbers of bulky lobster pots complete with catch.

### Reward

Skipper Partridge has put up a sign outside his family fish shop, Shorefish, offering up to £3,000 reward for the return of the valuable pots

and conviction of the thieves. "If this goes on it could put us out of business," he said. "We need protection from the Ministry before more lobster pots can be stolen."

He said he warned the Ministry of Fisheries, but a naval fishery protection vessel sent to protect the pots arrived after they had gone.

Fishery officer, Lt. Cmdr. Richard Davis, admitted the naval boat arrived late. He pointed out that the Ministry has no boats of its own. It has to rely on naval fishery protection and the four mineweepers allotted the task have to cover the whole coastal area. "But we now have more the way of a lead," he added, "and we are following it up with everything we have got. We also have some extra cover coming now."

## Oyster farm project

BALTIMORE Fishermen's Co-operative Society has set up an oyster farm in the district.

The 40-member society, which was formed earlier this year, is also to encourage individuals and companies to start oyster farms in the region.

The co-op has made an application to the Department of Fisheries for a licence and hopes to plant one million oysters this year in 10 trays.

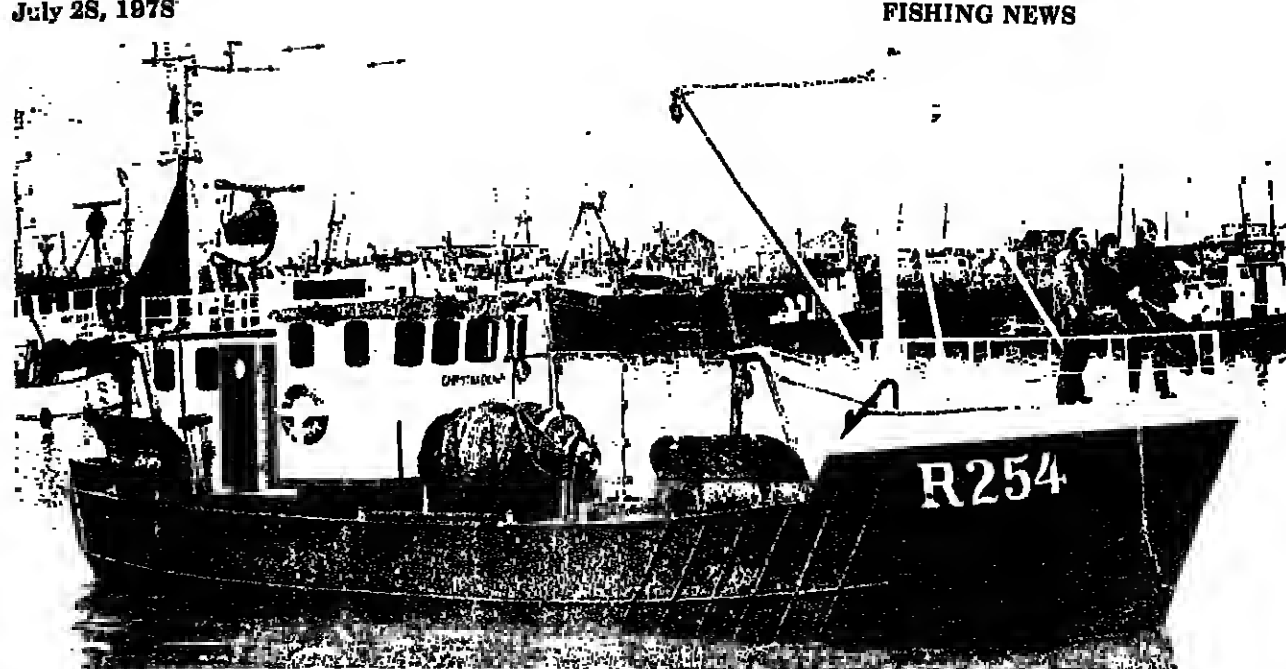
The members have agreed to take up £30,000 in shares over three years, to be devoted to the oyster project. The stock will be oyster *edulis*, or flat oyster, which is now scarce in France due to pollution and so should be in good demand there.

## Talks on Clyde herring

THE FISHERIES Ministry has offered an immediate meeting with representatives of the Clyde fishing interests to discuss issues arising from the west coast herring closure. Hugh Brown, Under Secretary for Scotland, said this in a written reply last week, when he added that discussions would cover what further measures, if any, might be required for the orderly management of the Clyde fishery.

## Trawlers open for visitors

The old trawler *Robert Hewitt* (left), the former Hull trawler *Benella* (now on oil rig work), and the fisheries protection ship *HMS Shalvington* were attractions at Fleetwood's open day on Saturday.



Christina-Enemark arrives in Grimsby. Hours later she was sinking at her moorings.

# New Danish trawler saved from sinking

A THREE-MONTH-OLD Danish pocket trawler costing £150,000 all but sank in Grimsby fish docks last week on her maiden trip to the port.

Fishermen and fish dock workers battled for several hours to keep the Rome-registered 75-footer afloat as water flooded the engine room, accommodation and part of the wheelhouse causing damage estimated at many thousands of pounds. She was waiting to unload at the time.

Skipper-owner Rubi Jensen and his three-man crew were not aboard at the time. It was a night watchman who noticed *Christina-Enemark* was beginning to settle aft and raised the alarm.

A fire tender from Grimsby was rushed to the scene with pumping equipment, but it was not until 4 a.m. — some three hours later — that *Christina-Enemark* was finally saved from sinking at her moorings.

In the meantime crewman Jan Lauridsen, whilst trying to help with pumping, fell into the dock and had to be rescued.

The skipper of another Danish vessel, *Kat Marx*, went to hospital for X-rays after injuring his neck and arm in a fall from a ladder.

A spokesman for Sam Chapman & Sons Ltd., agents for the Danish vessel at Grimsby, told *Fishing News* that the vessel had been extensively damaged and it had been "touch and go".

However, a steel bulkhead amidships had held and this not only saved the 146 tons of fish in the hold, but probably the vessel as well.

It was understood the water entered *Christina-Enemark* through a faulty valve or plug, but the vessel was being surveyed to find out the extent of damage and the cause.

Through an interpreter, Skipper Jensen told *Fishing News* his vessel's hull had been built on Long Island, Denmark, and the wheelhouse, deck fittings and other gear added at his home port of Nexø.

In company with several other Rome-registered pocket trawlers, the vessel had dropped on to some good lemon soles.

# Island fleet lands more

ABOUT 2,000 tonnes of fish worth £1.5m. were caught by Guernsey fishermen during 1977, states the annual report of the island's Sea Fisheries Committee.

Of this quantity, 1,062 tonnes worth £704,000 were Guernsey-registered fishing exports. The rest were sold locally and this was largely brought about by the retail outlet of the Guernsey Fishermen's Trading Co. Ltd. The total catch increased by about 11 per cent in weight, and about 27 per cent in value, despite last year's poor weather.

Increased productivity is put down to a fleet of vessels which is larger and better equipped. This has been made possible through the Fisheries Loan Scheme.

There is criticism in the report of the lack of facilities for fishermen in St. Peter Port harbour, although there is little evidence that this has inhibited fishermen or the development of the industry. A properly equipped fish quay and shipping facilities are badly needed and the point is arriving, states the report, when further expansion will not be possible without these.

Most catches of crabs and lobsters are taken within 12 miles of Guernsey's shores and the report stresses that it is essential that these waters should continue to be vested in Britain and Guernsey.

Island fishermen are anxiously watching the EEC negotiations towards a common fisheries policy and, in particular, with regard to fishing limits.

## VETERAN DIES, 77

VETERAN Guernsey fisherman Mr. J. C. Way, of Church Lane, has died in hospital at Redruth, aged 77. He had been ill for several months.

Within 24 hours his widow also died. She was 75. The couple were buried in a joint funeral in the Cornish port last Friday.

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But there's a whole lot more to these ABC engines than you can see.

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You can't see their extraordinary economy of operation, and not only in fuel consumption — though that will be quickly obvious in your running costs.

You can't see the remarkable quietness of their operation — though you will be able to hear it. Just.

And you can't see the comprehensive after-sales service, with trained ABC technicians and engineers available for routine servicing and in the unlikely event of a breakdown.

Yet all these are important factors to consider when you choose your marine propulsion engine. Leading companies all over the world make ABC their first choice.

Because 60 years experience in the design and production of these engines means ABC have unrivalled expertise.

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DX 600 — 750 RPM, 185 — 1200 HP  
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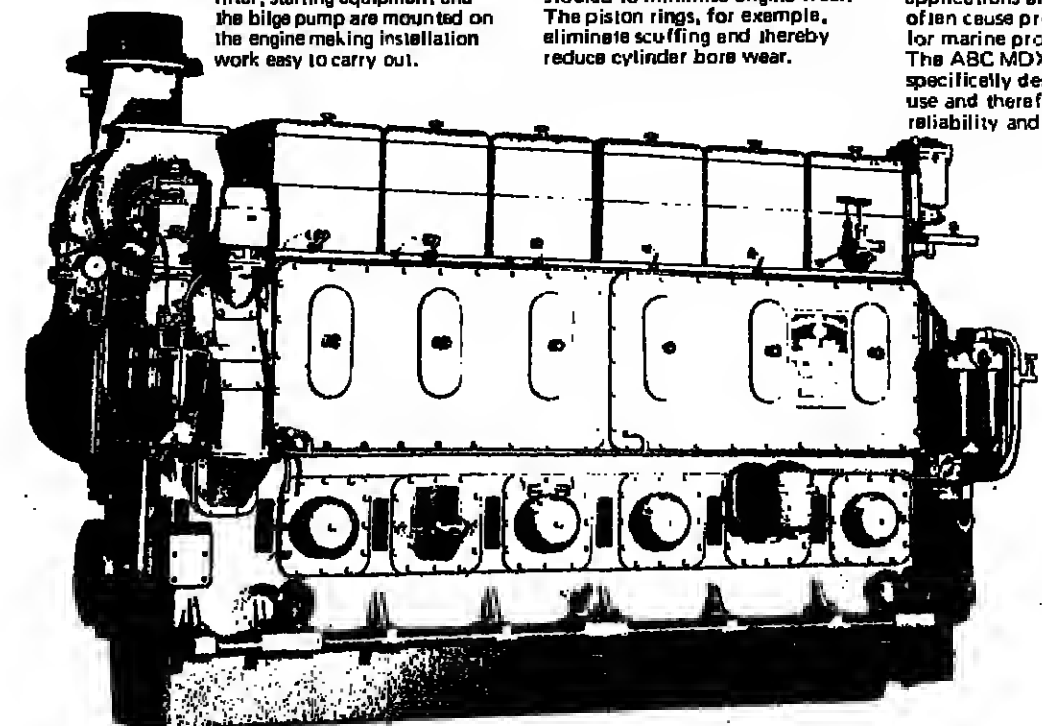
All accessory parts such as the water heat exchanger, the lub. oil heat exchanger, the lub. oil filter, starting equipment and the bilge pump are mounted on the engine making installation work easy to carry out.

### Very Low Engine Wear

The design of moving components has been specifically studied to minimise engine wear. The piston rings, for example, eliminate scuffing and thereby reduce cylinder bore wear.

### Maximum Speed

Maximum power is obtained at 750 RPM. High speed engines are designed for industrial applications and consequently often cause problems when used for marine propulsion work. The ABC MDX engine has been specifically designed for marine use and therefore will provide reliability and low running costs.



### Very Low Lub.Oil Consumption

We claim to be the lowest of any engine within our range.

### Good Torque Characteristics

The superb torque characteristics of the MDX engine gives extra lugging performance as this work load builds up.

### Very Low Noise Levels

The material mass correctly positioned absorbs a considerable amount of noise. In addition, the low velocity of air on the MDX engine results in a low noise level.



## Home-made haulers

THE increasing use of trammel and gill nets on the south-east coast of England has sparked off a crop of locally built net haulers, one of which is powered by a 12v starter motor. Past experience suggests that it is only a matter of time before 'home brews', seen left and right, are followed by more costly, but more reliable production models.

## Liberals talk limits

BILL SUDDARY, vice-president of the British Fishing Federation, and Austen Loring, Director-General, met the Liberal leader David Steel, MP, together with Alan Beith, MP, at the House of Commons last week.

Discussions were concentrated on the EEC fisheries deal and the need to secure a 50-mile exclusive limit to ensure conservation and to protect the British fishing industry.

## 'PUT AN EEC SPY ON EVERY BOAT'

A PLAN to solve the EEC fisheries deadlock in Ireland is being drawn up by the Irish Fishermen's Organisation at the request of the Minister for Fisheries.

The IFO's chairman, Joey Murrin, said he was confident the non-discriminatory proposals would satisfy the Commission.

He revealed that the key factor in the plan would be the appointment of EEC fisheries officers on board

every fishing boat in the 200-mile fishing zone. These officers would pass information back to the Commission and give national Governments scientific information to assess stocks accurately.

These developments, he felt, could generally help solve the EEC problem with fisheries and he said the plan would be ready by the end of August.

It would "call the bluff" of any European State which really did not want a settlement.

Mr. Murrin announced the plan's formulation at the annual general meeting of the IFO in Dublin and he estimated that 250 officers would be more than adequate for the task. He said they would be more effective than any quota level.

The plan proposed by the IFO would also suggest a national coastal zone exclusive to Irish fishermen, incentives for landing fish in Ireland and other conservation measures.

Mr. Murrin said that if the plan was not accepted, the matter would be taken to the European Court and Ireland would then have the opportunity of going it alone on an exclusive zone.

### Future

He said that Mr. Lenihan, the Irish Fisheries Minister, had eventually turned to the people who had the answers to the problem of the future of the Irish fishing industry. If the other EEC countries were genuine about conservation and control, they could not turn down the plan. At present there was "chaos and anarchy" in the industry.

Mr. Murrin called on the Minister to encourage foreign boats fishing in the Irish 200-mile zone to land their catch at Irish ports, as a means of providing more employment. He welcomed the new Bill providing for stiffer fines for fishery offences, but said that to make it effective the Government should appoint a special team of judges to familiarise themselves with the new legislation, so as to ensure proper interpretation of the law.

"The Naval Service played a major role in fishery protection and he said the IFO wanted to emphasise the Navy's work. They condemned recent attacks on Naval personnel who, as State employees, were only doing a job.

But Mr. Murrin said that the IFO would continue to oppose a licensing system for fishermen until it could be proven that licences were not an attempt to drive fishermen

into parochial pocket fisheries and restrict their movement around the coast.

Mr. Murrin said there was an urgent need for a Government commission to examine the needs of the major ports and speed up improvements.

"It is a crying shame that a place as important as Cloughthead has not even a freshwater tap on the pier."

However this cannot be done without bigger and more efficient boats. There is no future for our industry if we are forced to remain an inshore fishing entity. Over 50,000 tonnes of blue whiting lie off our coast and we have got to be in a position to exploit this stock," he said.

Mr. Murrin suggested a pilot scheme for the purchase or leasing of five large boats to begin exploiting these stocks. If it proved a valuable and viable proposition, more boats could be added to the fleet, depending on the availability of the fish.

Two skippers, Peter Hynes of Jersey and Graham Butler of Lymington, claim to have seen Karen Bravo's cable pulling along their string of pots.

The lobster fishing season comes to a peak in June and July, with fishermen using strings of 50 pots.

Gulf Oil say they would welcome a fisherman along on Pullwell Bravo as an observer. They say Karen Bravo's position is broadcast usually twice a day, giving fishermen warning of the ship's movements.

Mr. Murrin also remarked about the continued expansion of the Irish fishing fleet.

He said that the expansion, geared to catch herring, was "economic madness."

"In the light of all the herring closures around the coast, Irish fishermen must be in a position to diversify into exploiting other stocks of fish, like mackerel and blue whiting."

He wants to know if the Energy Minister is satisfied that the clause is being observed — both in the letter and the spirit.

Karen Bravo drags a 2,000-metre cable along the sea bed. Shockwaves are sent down and reflections picked-up by instruments which allow scientists to trace rock formations which might hold reservoirs of oil.

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## OIL SHIP 'PULLED POTS OUT'

FISHERMEN from Pools and the Isle of Wight are claiming compensation against Gulf Oil for damage to pots and lines and loss of earnings.

The men are alarmed at what has been happening during the company's search for oil off the south coast.

As the exploration continues, the seismic survey ship Karen Bravo and the tug Pullwell Bravo have been off the coast of Devon between Start Bay and Prawle Point.

Work in the central Channel, from the Isle of Wight to the Channel Isles, has already angered fishermen.

Robert Adley, Tory MP for Christchurch and Lymington, has approached Gulf Oil on behalf of 15 skippers.

He claims that the company's behaviour has been "totally contrary to the spirit" of an agreement between the Department of Energy and the oil companies, in that the company has failed to protect fishery rights.

Mr. Adley is to ask a question in the Commons about the clause in the Petroleum (Production) Regulations, 1976, which is aimed to protect fishermen's rights.

He wants to know if the Energy Minister is satisfied that the clause is being observed — both in the letter and the spirit.

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## 'Fresh fish' glut hits deepsea ships

A GLUT of North Sea fish landed by Grimsby's seiners and pair teams hit distant water crossings last week. Hundreds of kits of codling went unsold.

With so much North Sea cod and codling coming into the port over the past few weeks, merchants and processors with facilities for stocking up 'on ice' have had ample opportunity to fill their cold stores.

On the first Monday market it became clear the salesmen would be hard-pressed to shift the over-supply of codlings.

Consolidated Fisheries' Reol Madrid (Skipper John J. Loades) — back on the deepsea grounds for the first time in nearly two years — saw 120 kits of codling go unsold from a turnout of 1,174 kits, almost entirely codotuffs.

She immediately ran into the red with a grossing of only £24,019 after a 26-day Norway coast trip.

Boston Group's Belgium (Skipper Frank Gray), landing on the same market, made £32,622 from another

big cod trip of 1,342 kits after 25 days on the same grounds. This was in spite of 142 kits of codling failing to reach the 'mini'.

The worst was yet to come. With the small boats just about managing to clear their fish on very flat markets, BUT's Northern Reword (Skipper Wally Harris) lost 619 kits (over 500 codlings) to meal from a 1,470-kit landing on the Thursday. She had mainly cod, plus a few rocks and reds, to gross a meagre £22,639.

The 576-tonner, on only her third trip this year, has now been pulled out of fishing by BUT, although this decision (due to a problem of available north-east Arctic licences) had been taken before the nightmare grossing.

This market in particular was a shocker for BUT. Ross Kipling (Skipper Johnny

Pluck) compounded the losses with only £9,139 from a 16-day trip to Rockall of 706 kits, virtually all haddocks. From this tally 216 went unsold and 209 of these were chat haddocks.

It was another very busy week for the small boats, which have the advantage of their fish being fresher than that of the trawlers.

Hamling's Helen Monn (Skipper Anders Svendsen) seemed to have the honour nicely wrapped up with £10,791 from 403 kits, but Sleight's Dolma just got ahead on the Friday market with some whopping North Sea cod. Skipper-owner Knud Jorgensen hit the week's sainer high with £10,987 from 290 kits.

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Northern Reword crosses Grimsby fish docks to berth up last week after her disastrous distant water trip. The vessel has now been laid up.

## SCOTTISH EARNINGS RISE 35%

THE SCOTTISH fishing industry earned over £177m. last year — an increase of 35 per cent compared with the previous year. This was despite a drop of seven per cent in the amount of fish caught.

The Department of Agriculture and Fisheries for Scotland's Fisheries of Scotland Report for 1977 by HMSO shows that the white fish industry continued to be relatively prosperous as a whole.

Earnings for the demersal

## LETTERS PRIVATE LIFEBOAT IS THE ANSWER

SIR, May I suggest that the Runswick Bay man (Fishing News, June 2) run their own lifeboat as the men at Calster-on-Sea have done for the last five or six years since the RNLI closed the Calster station.

Members of the Calster Volunteer Rescue Service have offered to give technical help to Runswick Bay.

The Calster lifeboat is a conventional ex-RNLI 35ft. 6in. Liverpool-type beach boat with tractor and launching trolley.

The Calster station is the only one of its kind in the UK. If the RNLI close the Runswick station, may we hope that the Runswick Bay will be the second? It can be done — Calster has proved it.

An oman is that the present boat at Runswick Bay, Royal Thames, was Calster's last RNLI boat. J. HALSEY, 4, Fenwick Street, Bishopthorpe Road, York.

catch rose to a record £84.6m., an increase of 39 per cent compared with 1976, in spite of the fact that total demersal landings in Scotland were about nine per cent lower in weight than in 1976.

Herring landings showed a continuing drop with the total catch of 36,000 tonnes being the lowest recorded of the century.

Nevertheless, the value of the herring catch increased by £1.8m. to £11.2m., reflecting the very high prices now being paid.

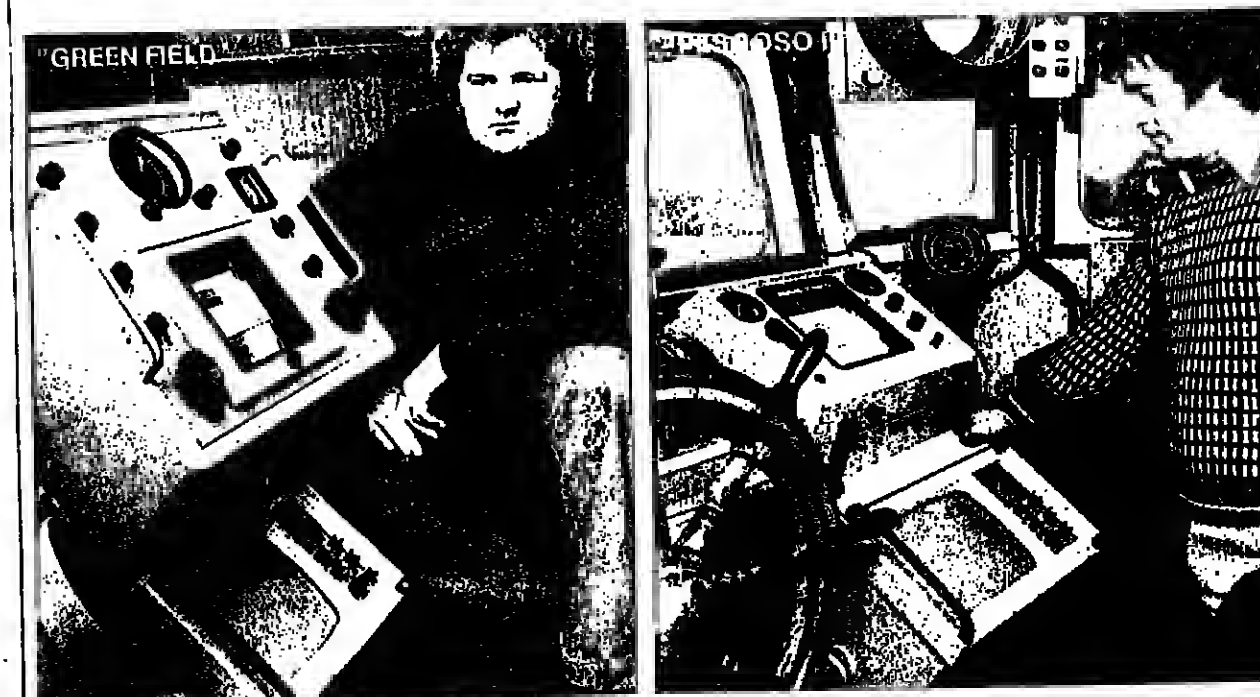
The mackerel fishery continued to expand rapidly with the landings in Scotland reaching 54,000 tonnes valued at £4.3m., compared with 29,000 tonnes valued at £1.7m. in 1976; 28,000 tonnes of the 1977 catch was sold for human consumption compared with 12,000 tonnes in 1976.

The shellfish industry also had another prosperous year, in spite of reduced landings. The value of the catch — mainly Norway lobsters — increased by £2.3m. to a new record level of £14.7m.

Assistance amounting to £455,455 was offered during the year towards the construction, improvement and repair of fishery harbours.

Schemes in progress included a major programme of harbour deepening at Fraserburgh. Works completed during the year included the repair and extension of the slipway at Wick, the construction of a new pier at Gairloch, the vehicle marshalling area at Mallaig, improvements to the quay and breakwater at Macduff and repairs to the breakwater at Stonehaven.

Simrad SQ4 and SL sonars together with the new CQ Sonar Scope offer: ■ Long range detection ■ Excellent definition of MACKEREL, HERRING, PILCHARDS and SPRATS.



It has been said that mackerel could only be seen on high frequency sonars. This has been proved wrong, particularly by Mr. Tom Stevenson of 'Green Field' and Mr. Alan Nicholson of 'Pescoso II'. The skipper of 'Green Field' and 'Pescoso II' were also among the first to detect mackerel on their SQ sonars at 1200 to 1750 m. and other fish at the full 2500 m.

Mr. Stevenson (SQ sonar) is very impressed with the large CQ scope. Its memory store gives a steadier picture, making it easier to determine the size, shape and direction of the school. "A lovely picture" he said, "a big advance on existing scopes. It gives good returns of 2500 m. with mackerel at 1250." He also liked the meserlelava facility and very short ranges provided.

Mr. Nicholson was the first to try out modification to the SL sonar which greatly improves fish detection, especially mackerel. "I'm very pleased with this" he said "I'm getting mackerel at 1500 m. by day and 500 by night." He was also delighted with the new CQ scope, particularly the definition, master/slave facility which saves paper, and the offset arrangement.

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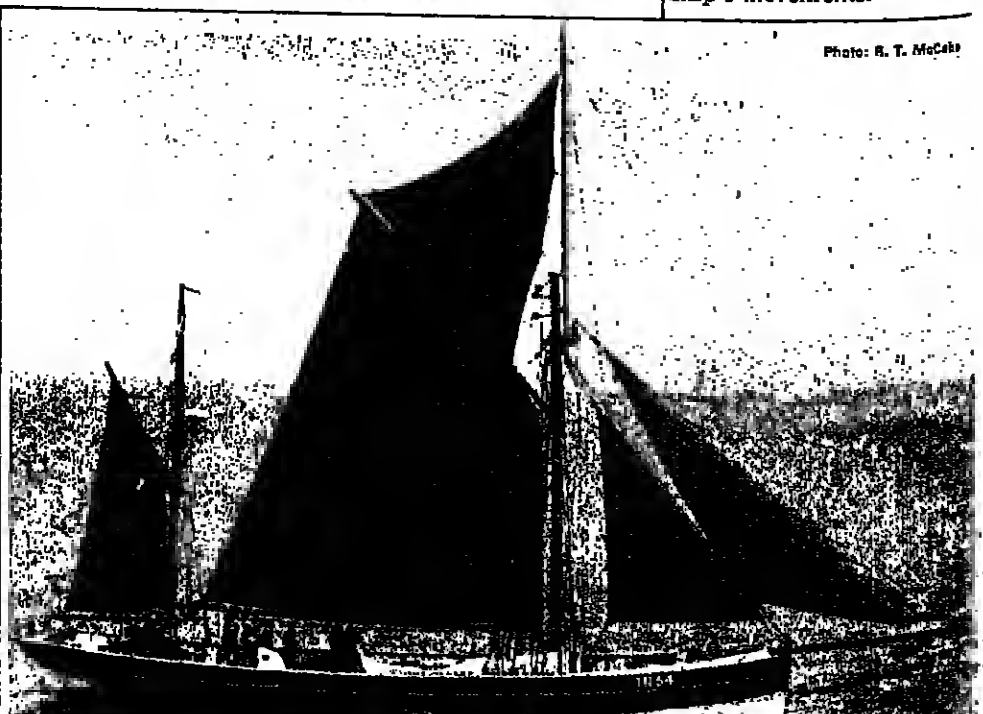
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## HEADING TO SEA

THE veteran smack Westward Ho! is pictured heading out from Aberdeen after sailing to the port for the Catch '78 exhibition in June. The boat, which has been in the Feroes since 1955, although she was first registered in Grimsby in 1954.



# BIG HAUL START FOR 'ENDEAVOUR II'

report  
from  
Gloria  
Wilson

A 56FT. wooden-hulled seiner which recently joined the Aberdeen fleet has really started off her career in style. Skipper Alec Forsyth in *Endeavour II* already has a few good trips under his belt, including a 280-box catch of white fish taken in two days.

With a crew of six, *Endeavour II* is now sailing using Duthie nets and Airco ropes.

Airco ropes are enjoying something of a boom in Scotland and Skipper Forsyth commented on their strength and long service saying "they seem to be just right for the job of seining."

## Sturdy

*Endeavour II* has been built by the Macduff Boat Building and Engineering Co. Ltd. for Skipper Forsyth in association with the Don Fishing Co. (Aberdeen) Ltd. She has a beam of 18ft. with a transom stern, and is similar in lines to a number of sturdy little seiner and bobbin trawlers which have been built at the yard in recent

years. Design was by the Nepier Co. (Arbroath) in conjunction with the builders. Whaleback, deck shelter and hatch covers are of aluminium and the remainder of the superstructure was fabricated from steel.

Propulsion is provided by a Volvo Penta TAMD 120 A six cylinder engine which has a continuous output of 300 hp at 1800 rpm and turns a Bruntons Caledonian fixed pitch propeller through a Twin Disc gearbox of 4.5:1 reduction ratio. "This is just about the right power for this

boat." Skipper Forsyth told *Fishing News*. He had chosen the Volvo engine following good reports about the performance of similar units aboard other vessels.

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## Rope bins

A power take off shaft at the fore end of the engine transmits power to the Dowty variable delivery hydraulic pump, which drives the winch.

Belt drives are provided from the main engine for two Transmotor 24 V alternators and the power block pump. A

Desmi bilge and general service pump is belt driven from the gearbox.

Power for another Transmotor 24V alternator, and a Desmi bilge and general service pump is provided by a small Petter PH2 auxiliary engine which produces 15hp at 1800 rpm.

Two tanks in the engine-room hold a total of 1600 gallons of fuel oil, and the engine-room is ventilated by Woods fans.

Gear handling machinery on deck comprises Northern Tool and Gear Mastra winch,

Lossie hydraulic power block, and a Baccles rope coiler.

Seine ropes are carried in storage bins arranged at the fore end of the fishroom.

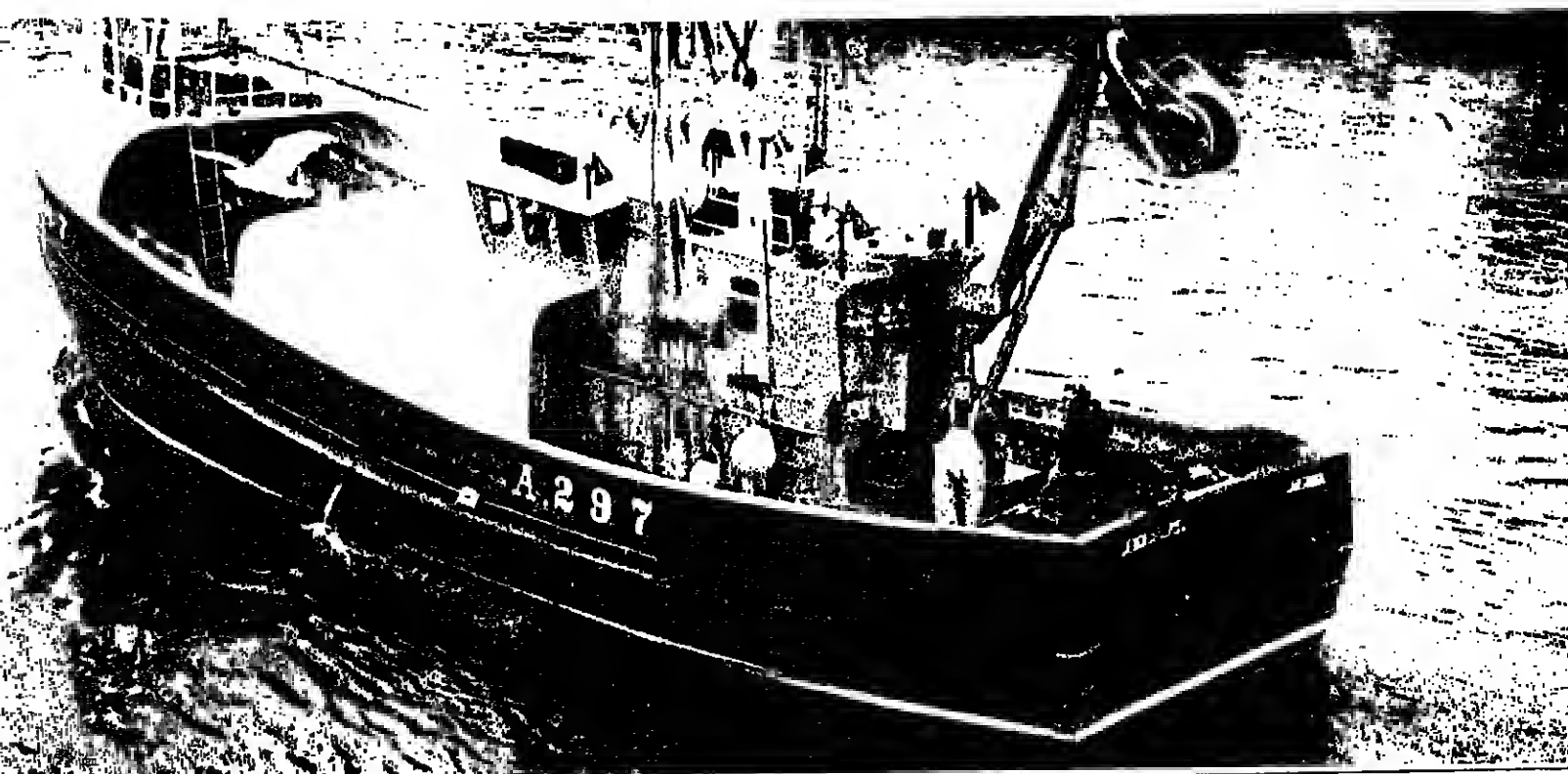
Insulated on the bulkheads, the fishroom has capacity for 280 boxes of fish and is fitted with aluminium etanchions and wooden division boards.

Woodsons of Aberdeen supplied most of the electronic equipment in the wheelhouse including: Elac Echograph with bottom lock equipment; "Sailor" T128 R105 radio telephone and RT144B vhf radio telephone;

Mermaid 23 watchkeeping receiver and Woodsons Intercom system.

Decca fittings include Mk 21 Navigator and 489 Automatic Pilot. Other instruments include a Furue FRS 24 radar from Rediffon and a Koden multi-stylus echo sounder from Meroid.

A Kent "Clearview" revolving screen is fitted in one of the windows and Tenfjord H76 steering gear is coupled to the autopilot. Morse engines and winch controls are also fitted in the wheelhouse.



Above: *Endeavour II* in Aberdeen harbour where she lands. She put ashore a two-day catch of 280 boxes for one of her early trips.



Right: a Lossie Hydraulics power block is fitted aboard *Endeavour II*. The boat is from a yard at Macduff.

## Trawler to be completed after long delay

A STEEL hull which has been lying idle for a number of years is now being fitted out as a trawler by the Aberdeen yard of John Wood Group Shiprepairing Ltd.

Known as *Beta*, the 85ft. vessel will fish under the command of Skipper Stuart Chalmers who is in charge of the pocket trawler *Cromdale*.

Skipper Chalmers will take a part share in *Beta* in association with Christian Salvesen (Fleetselling) Ltd., which operates in Aberdeen as John Brown and Son (Aberdeen) Ltd.

Extensive stability assessment has been carried out on the vessel by the Nepier Co. (Arbroath) and, when completed, she will come well within the current stability requirements for this type of boat.

Although it was built more than four years ago, the hull and basic superstructure is in very good order and requires only sand blasting before painting.

*Beta* was originally ordered from the Bute Slip Dock Co. by Scottish owners in association with the Salvesen group. Her hull was built by CBS Engineering of Liverpool, but at a later date was

taken for completion to the English yard of Glasdon Marine near Lancaster.

This yard ceased operations before she could be completed, so the hull together with most of the engineroom fittings, was towed to Fraserburgh where it was tied up for about nine months. About a year ago the hull was brought to Aberdeen to await a decision on its future.

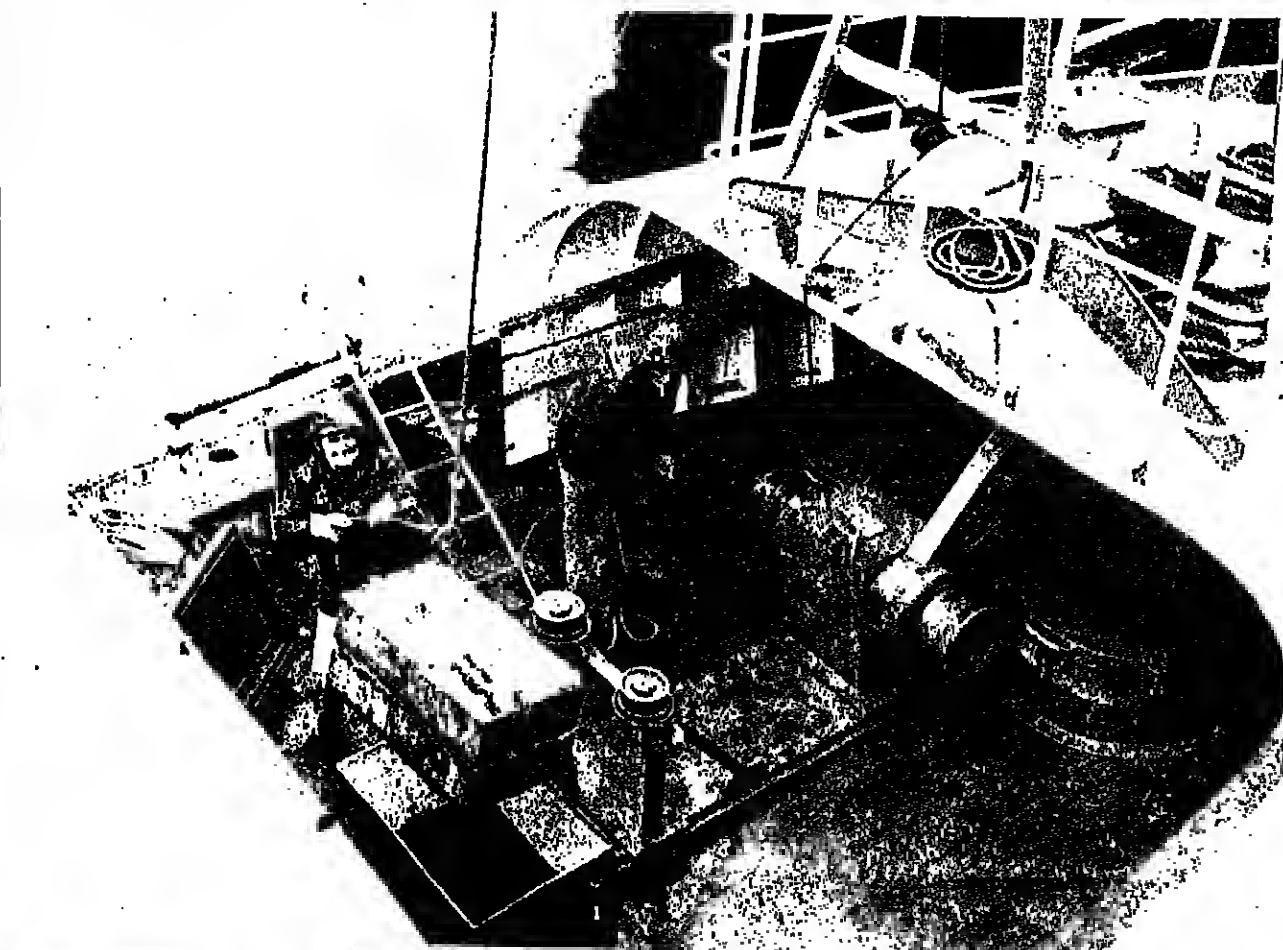
With the original part-owners having pulled out of the venture, Salvesen looked around for a new partnership before putting the fitting-out work in hand. *Beta*, which will be renamed when complete, is being fitted out for light trawling over the stern, although her deckhouse will be fitted aft.

Her main engine is a Mirreless Blackstone unit of 860 hp and the two auxiliary sets are by Ford.

A similar hull, which was also part of the original order from Bute Slip Dock, is still tied up in Fraserburgh. A spokesman for Salvesen told *Fishing News* that if *Beta* fishes successfully then plans will be made for this second vessel, the hull of which was built by a Clyde-side yard.



The hull and basic superstructure of *Beta* in Aberdeen ready for fitting out.



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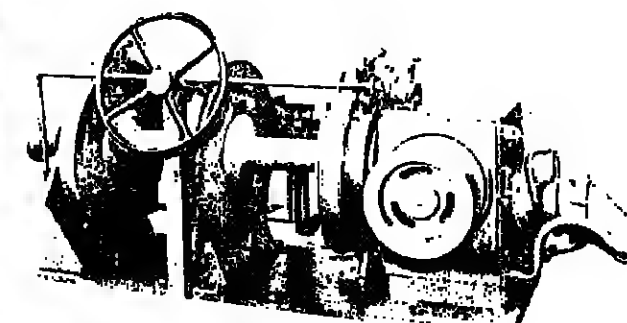
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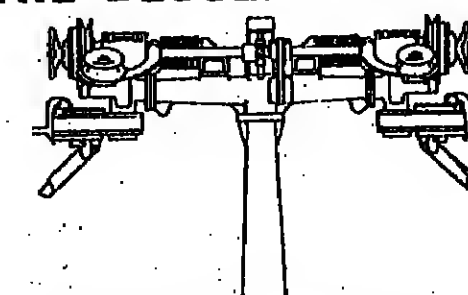
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## Longlife marker buoy for wellheads

A NEW buoy for marking sub-sea wellhead locations has been designed as part of a new range from Aberglen Seemarks, part of the Aberglen Holdings Group of Scotland.

The three-metre buoy, type SM3C, is made from glassfibre reinforced plastic and was designed to carry large powerpacks to sustain the navigation light for as long as five years.

A three-point mooring system has been developed from the standard bridle system and, as only a two-year powerpack was required, the reduction in power pack weight has given sufficient reserve buoyancy for the system.

The first three SM3C buoys, now under construction, will also be fitted with the new Aberglen electronic flasher, a photo-electrically controlled unit timed by quartz crystal.

The lamp has one primary and three standby filaments so that, should a filament fail, it is replaced automatically by another without the operation of moving parts. When a new lamp is fitted, each filament is automatically tested before the pre-determined flash sequence begins.

The unit is powered by an Aberglen battery pack. To further reduce power consumption — already low as the photo-electric cell switches off the navigation

light during daylight hours — the flasher can be readily adapted to be motivated only by an approaching vessel. The unit then emits no signal until a vessel enters the area; the flasher then operates until the vessel leaves the area.

Another provision in this design allows for remote control and remote checking of power end filaments.

The SM3C is also fitted with a radar reflector.

One of the other new range of buoys is the GF3, specially designed for use in arctic waters, has also gone into production by the navigational aids division of Aberglen Holdings.

## WATER DETECTOR FOR FUEL

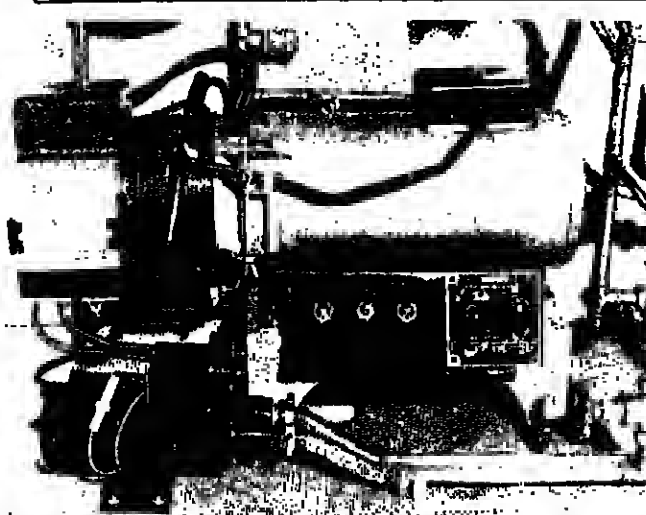
A NEW device which detects water getting into the fuel system and sets off an alarm if the problem becomes acute is now being marketed. The detection system is called the Aqua-Tru and is being sold by Alan Taylor Marine Ltd.

Aqua-Tru consists of a sensor which can be installed into the fuel system at any point. Normally this would be either at the bottom of the fuel tank or in the fuel filter.

The control unit can cope with up to four sensors, allowing full coverage of a twin engine installation. Fitting the sensor is usually only a case of replacing the drain plug with a new plug containing the sensor.

The sensor requires no electrical supply to operate, but the alarm unit needs 12 or 24 volts. The alarm can

## PRODUCT NEWS



One of two new heating units from Webasto, the O8W2010. Both units use diesel fuel.

## Diesel-fired heaters

WEBASTO has introduced two new heaters designed for use on small craft and to work in conjunction with a small bore central heating system so that they fulfill all heating requirements.

The new units are the DBW2010 (output of 9.3kW) and the W0202 (4.7kW). Both units use diesel fuel which is claimed to be both safer and cheaper than gas heating systems and also have the advantage of using the same fuel as the main engine.

The larger unit has a pump to circulate the water through the system and gate valves are fitted to isolate each section for service. A variety of heating elements are available including panel radiators, fan-assisted heat exchangers and a hot water tank with an indirect heating coil.

This domestic hot water system is powered by a Jabsco pump and can supply both hot and cold water taps and a shower.

Both models can incorporate all the refinements of normal house heating systems including time switches and thermostats.

### Special

For integral fuel tanks or tanks where a drain cannot easily be fitted, a special sensor can be fitted from the top of the tank.

The containing pipe also allows water to be drawn off from the bottom of the tank. A test button on the alarm unit allows the system to be tested.

The Aqua-Tru has a small sensor installed into the fuel system which sets off an alarm when water enters a boat's fuel tank.

# fish handling

## PROCESSING AND MARKETING

# FACTORIES SHARE FAROE FISH

FISH-STARVED factories in Shetland have set up a deal with the Faroe Islands to get supplies. The Torshavn-registered trawler *Skrupur* brought in 1,215 cases (50-kilo) of mainly cod, coley and ling last week. Shetland processors have been getting in a desperate situation due to the shortages of local white fish. The scheme to link-up with the Faroes came about when Harry Gray, secretary of the Shetland Fish Merchants' Association, went with a Trade Fair delegation to Faroe last month.

This was followed up by a visit to Faroe by representatives from seven Shetland processing factories, along with Mr. Gray and an observer from the Islands' council.

The negotiations were carried out with an independent trawler firm.

The trawler came in direct from sea and the fish was shored out between seven factories. Prices had been negotiated prior to the landing for all the catch.

Comments on the landing, Mr. Gray said the fish had been of excellent quality, and the Faroes had been very co-operative.

"We feel that this arrangement does not affect the local fleet in any way. The Faroes have brought in fish which is not normally taken by local men," said Mr. Gray.

A further meeting is to take place to consider extending the link with Faroe.

There has been some problem with the customs

## Shetland in deal

people on charges, but if this is sorted out, it looks like the Faroe trawler could be back again.

## Import threat

A TRAILER load of white fish from Norway bound for Newcastle was not allowed to be landed in North Shields last week and had to be returned to the exporter in Bergen at a substantial loss.

Both Leroy and the importer are taking the matter up with the North Shields Port Authority. A similar incident occurred four years ago when a strike prevented the unloading of fish in the hold.

Leroy has now threatened to cut out North Shields as an export port if there is any risk of this happening again.

# Herring buyers can't compete

THE HERRING Buyers' Association expects to meet the Minister John Silkin shortly to put a case for Government aid to keep their factories in business.

The ben on west coast fishing has put a big strain on herring factories and, with the Europeans moving in for the little herring still available, British buyers are finding it difficult to compete on price.

The high standard of living on the Continent means that they can pay more, HBA secretary Walter Dyon told *Fishing News*.

"In Holland, for example, the housewife is willing to pay £1.75 for herring," he said.

There is now resistance from the British housewife to high prices. Sales of kippers at 80p a lb have dropped by over 50 per cent.

"Unless we get some aid, there will certainly be further contractions in processing factories," warned Mr. Dyon.

Herring firms are now looking at ways to survive until they can develop in other areas.

The proposals to be put to Mr. Silkin will be for help based on total capital investment in factories, plus the number of employees.

Although some firms are getting help through a Temporary Employment Subsidy, this arrangement only lasts for six months.

One way out of the situation is to strengthen the links with Canada for herring supplies. "We are now getting the quality we want and producing a good product," said Mr. Dyon.



Fishing News Supplement No. 10, July 28

A life-line for Shetland fish factories. The first landing from the Faroes trawler *Skrupur* at Lerwick last week. Looking happy as the fish comes ashore are (left to right): Harry Gray secretary of the Shetland Fish Merchants' Association, Michael Spens, Shetland SNP candidate, Laurie Laurensen, Tom Sinclair and George Brown.

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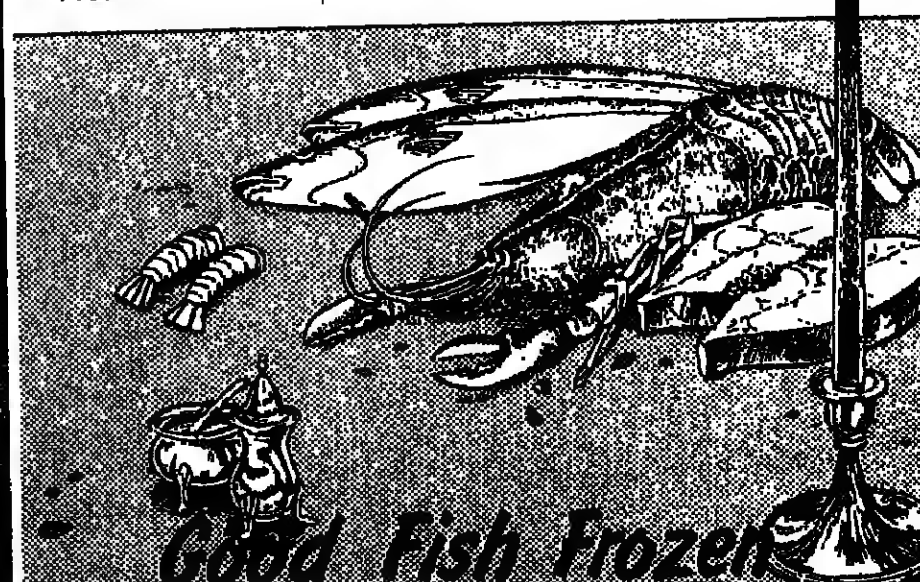
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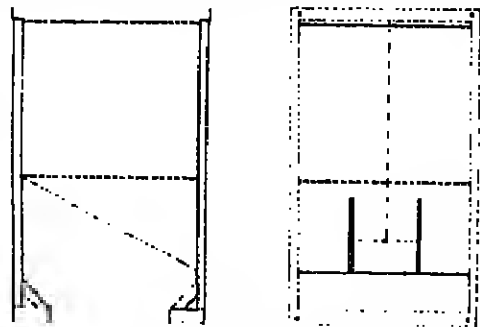


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## FISH HANDLING, processing and marketing

# Pescoso expands to handle own catch

PESCOSO FISHERIES, the Devon-based trawler owners and fish processors, is to expand its fish handling capacity. The company is run by former top skipper, John Day.

The firm operates the trawlers *Pescoso II* and *Angelo Emile* and, by having a two-storey fish plant built at Plymouth, the firm will be handling the catches from both boats and the aim is to be as self-contained as possible.

It will employ around 17 people and also continue to buy-in prime fish from Brixham and Plymouth markets. Last week the firm won planning permission for a 100ft x 30ft factory to be built on a site at Johnson's Quay, Plymouth, from where the firm has been operating on a small scale for two years.

There will be office accommodation upstairs, and the factory will consist of a blast freezing area, chill room and processing section.

Pescoso is to head and gut

mackerel by hand in the plant and these will be frozen, then stored and moved on to one of three local cold stores. Eventually, machines could be fitted for handling mackerel.

*Angelo Emile* is now starting scalloping and the firm will be handling scallops. *Pescoso II* is filling in on the sprat fishery until the main mid-water season gets underway.

Tanks are to be installed to store spiders crabs brought in as a by-catch from the

trawlers. These will be held for export to Spain.

Pescoso's Roger Daley told *Fishing News* that the firm has got planning permission, but a starting date is "in the top of the Gods". He hopes building work will get underway early next year.

Pescoso Fisheries has decided to concentrate activities at Plymouth because of better communications with the A38 and Brittany Ferries. At present, the company employs four people in Plymouth.



## So that's a fish finger!

IT'S DIFFICULT to imagine fish fingers featuring on the menu at Buckingham Palace, and this is probably why Prince Charles particularly asked to see them produced on his visit to Humberside last week.

On a tour of the Ross

factory in Grimsby, the Prince got his opportunity to see what the masses eat. He joined operators of the fish finger production line who explained the process to him.

The Prince also spent some time discussing with Brian Cookson, chairman

of Rosa Foods Ltd., how the frozen food industry had adapted to the shut-down of traditional fishing grounds and developed its range of products.

Much of the Prince's tour of Ross was spent examining different fish processing lines. Above he is pictured examining some wet fish at the Grimsby plant with Arthur Amos (right), Ross's director of fish operations, and Brian Cookson (left), chairman of Rosa.



A packaging line operator explains the process for making fish fingers to the Prince who was very interested in their production.

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## FISH HANDLING, processing and marketing

# Store chain getting longer

WORK HAS begun on Christian Salvaaen's second cold store in France at Chateaufort-sur-Loire, near Orleans, south-west of Paris.

The company is constructing a cold store to serve the needs of UNISABI S.A., the French petfoods subsidiary of the Mars group. UNISABI is France's largest manufacturer of petfoods.

In its first phase the store will have a capacity of 21,500 c.u.m., divided into four chambers, and will handle the raw material for UNISABI's adjacent factory.

In a few weeks site-preparation work will have started at Zellik, a suburb of Brussels, for one of the largest Belgian supermarket groups. The initial phase of this project consists of a 16,000 c.u.m. cold store equipped with mobile racking and with port doors.

Both these developments are on prime sites with room for expansion — and they are on or near key motorways.

Plans are well advanced for more expansion in 1979. Salvaaen's management is confident that during the 1980s the company's cold chain will have spread Europe wide.

## Oyster opener

THE WHITE Fish Authority's Market Development Unit, in conjunction with the MAFF laboratories at Burnham-on-Crouch and Torry, has produced an advisory leaflet on handling and storing live oysters and oyster meats.

# Plymouth needs a fish plant

THE BOOMING fishing industry in Plymouth could provide even more jobs if a fish processing plant is built.

The observation came from Dennis Dicker, chairman of the local economy committee. He said that, according to Government sources, annual landings of fish at Plymouth had increased from 700 tons in 1964 to over 80,000 tons — the latest annual figure.

He said the industry was being watched with interest by his committee, which had noted that it employed 600 people.

Mr. Dicker said the committee was worried, however, about how long the boom would continue unless a 60-mile limit is accepted by the EEC. He warned that fish landings at Plymouth could drop if stocks were depleted by large trawlers.

## President again

FLEETWOOD Fish Merchants' Association has elected Richard Cook as the new president, in succession to Alan Welsh, at the organisation's annual meeting.

It was attended by more than twice the number of merchants who turned up last year, reflecting the current difficulties facing the local industry.

Mr. Cook (62) has been president of the association on three occasions and is joint managing director of Vanguard Fish Ltd. and H. Barrow and Co.

During his career Mr. Cook has worked at Hull and Grimsby, as well as at Fleetwood.

# LAB SAYS PUT A TIGER IN THE TANK!

THE JUMBO tiger prawn (*Penaeus monodon*), from the Philippines, has emerged as an outstanding tropical prawn for indoor cultivation.

It was tolerant of handling, grew to market size (35 g) in six months and survived well, showing little of the cannibalistic tendencies of some of its relatives in crowded conditions. Yields of about 1.4 kg/m<sup>2</sup> may be expected six months after stocking.

Experiments at the MAFF laboratory at Conwy showed that prawns readily accepted compounded diets of dry pellets and that some formulations gave good growth and survival.

An MAFF laboratory leaflet describes practical aspects of each stage of culture from the eggs to market size. Key cost areas are considered and it highlights the importance of developing an efficient tank.

Speculative production costs based on laboratory trials were rather high (£2.2/kg of prawn produced) by comparison with the value of large imported frozen prawns, although it was judged that consistency of quality and supply of farmed prawns would ensure them a place not only at home but also on the higher priced European markets.

The market for fresh whole "King" prawns, currently non-existent in Britain, would be expected to command even higher prices.

\*Ministry of Agriculture, Fisheries and Food Prawn Culture Research, by J. F. Wicklas and T. W. Beard, Fisheries Experiment Station, Conwy. MAFF Directorate of Fisheries Research, Laboratory Leaflet No. 42/41 pp. Obtainable from: Fisheries Laboratory, Lowestoft, Suffolk. Experiment Station, Conwy.

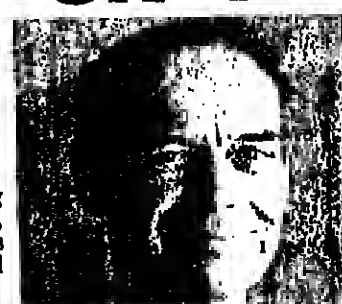
# MAN WHO PUT FISH ON THE ROAD

STANLEY STEVENS, who created a new concept in fish merchandising at Lowestoft by switching supplies from rail to road transport, has retired as deputy chairman of Small and Co.

When he joined the Lowestoft company in 1947, after the firm had acquired his father's fish merchandising business Laryin and Co., some 95 per cent of the port's fish landings were distributed by rail.

Mr. Stevens set up Explorer Ltd. with its own fleet of refrigerated vehicles. Eventually the company built up a 40-strong fleet of vehicles equipped with insulated containers which carried fish to a central depot at Wokingham, from where it was distributed all over the country.

Another innovation introduced at that time was the use of aluminium boxes in-



Stanley Stevens — retired.

stood at the traditional wooden ones. At the depot the loads were transferred overnight to similar vehicles, each with its own delivery run. It was a road network which meant that fish landed at Lowestoft one day was delivered to the customer by the following mid-day.

In October 1964 Explorer Ltd. was sold as a going con-

cern to the Ross Group and, after a short spell to ensure a smooth handover, Mr. Stevens was appointed a director of Small and Co.

His period on the Lowestoft board saw a big expansion in the group's interests and he played a leading part in negotiations to take over several other local firms.

His expert knowledge of the industry, and high reputation throughout the fishing world, brought him many other appointments on advisory bodies and he was also chairman of Lowestoft Fish Merchants' Association for over 20 years.

To mark his retirement the former chairman of Small and Co., Mr. D. F. Cartwright, presented him with a portable television and a transistor radio.



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## FISH HANDLING, processing and marketing

# MINISTER GOES TO MARKET

FISHERIES MINISTER John Silkin has entered the fight to get London's Billingsgate market moved to a new site. "Dickensian" was how he described the conditions following an early morning tour of the fish stalls last Friday. However, none of this stopped him eating a hearty breakfast of sole with representatives of the market.

The minister's visit was at the invitation of the London Fish Merchants' Association. Chairman Jim Morris told *Fishing News* that he completely endorsed the remarks made by Mr. Silkin.

"We were glad to let him see the conditions we are having to work under. Our trade is being held back by the appalling traffic conditions, the shortage of space outside the market and the lack of space inside. The sooner we get to West India Dock, the better!"

### Convinced

Mr. Silkin said that when he looked around and saw the conditions people had to work in, he was convinced that the move should have been made 100 years ago. "But as I am told fish has been traded here for around 1,000 years, I suppose we can wait a year to make sure the move is to the right place."

Despite the early start to his day, the Minister was in an affable mood as he talked to the fish merchants. While his tour lacked some of the glamour of Prince Charles's visit to the Humbarde fish docks earlier in the week, where everything was made spick and span, Mr. Silkin was able to see a typical work-day in the fish business.

Describing his own favourite fish as kippers and lobsters, the Minister got to grips with a 21-pound salmon by lifting it up with Johnny Stone, the "salmon king" of Billingsgate.

Mr. Silkin also seemed interested to see how versatile the market had become in supplying the immigrant population of London. Chris

Nawnes of C. J. Nawnes showed him octopus, which was popular with the Italian and Greek communities.

Mr. Silkin also took a close look at some rad snapper and red mullet on the stand. Chris Newnes explained how the Japanese were suddenly buying all the rad snapper from Argentina; now he was having to get it from the Canary Islands and Africa.

Mr. Silkin also learned that fish was not a one way business in Billingsgate and was particularly interested to hear the strides merchants were making on the export market, especially in Holland.

After a chat with Stanley Gibbs of Williamsons, the Minister inspected some quick frozen oysters from Japan and squid which had come in from the United States.

### Impossible

President of the London Fish & Poultry Retailers' Association, Mr. R. Cayless, was quick to give his views of the market to the Minister: "Impossible to work under these conditions. It's inaccessible to traffic and there's a lack of refrigeration. This place was built for the

days when there was only fresh fish," he said.

Inevitably, the talk got round to the EEC. "Although they tell me what a terrible chap I am, each time I meet with the Commission they move a little nearer to my position," said Mr. Gibbs. "Time is on our side. Our partners are now beginning to struggle among themselves."

On prospects for the next Commission meeting (this week), Mr. Silkin said he believed there would be a "grudging acceptance" of conservation measures. He said he would move on setting Common Fisheries Policy.



Left: "Will it be on me?" Mr. Silkin looks as he receives a fish from a Billingsgate market which described as "Dickensian."

Below: Mr. Silkin shakes hands with Mr. Wickes, a well known figure in the market and former union representative.

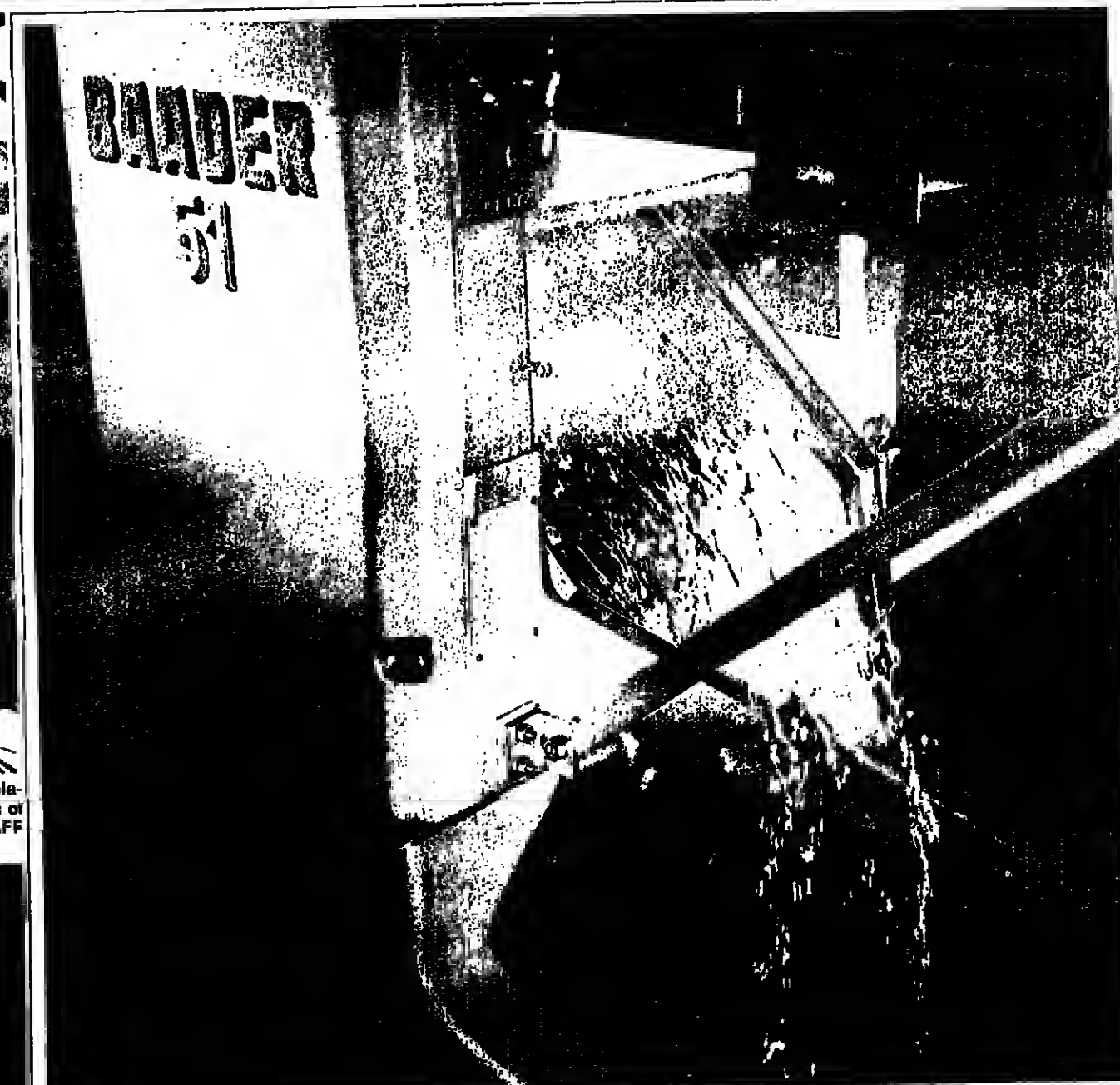
## FISH HANDLING, processing and marketing

# Billingsgate must move - says Silkin

Right: A fine early morning catch! Mr. Silkin with a 21lb salmon and Johnny Stone, 'salmon-king' of Billingsgate. Far right: Mr. Silkin sits down to the traditional Billingsgate breakfast - Dover sole.



Above: Jim Morris, chairman of the London Fish Merchants' Association, shows Mr. Silkin around the fish stands. Below: Stanley Gibbs of Williamsons tempts the Minister with some Japanese oysters. MAFF fisheries secretary Mr. J. Keasey looks on.



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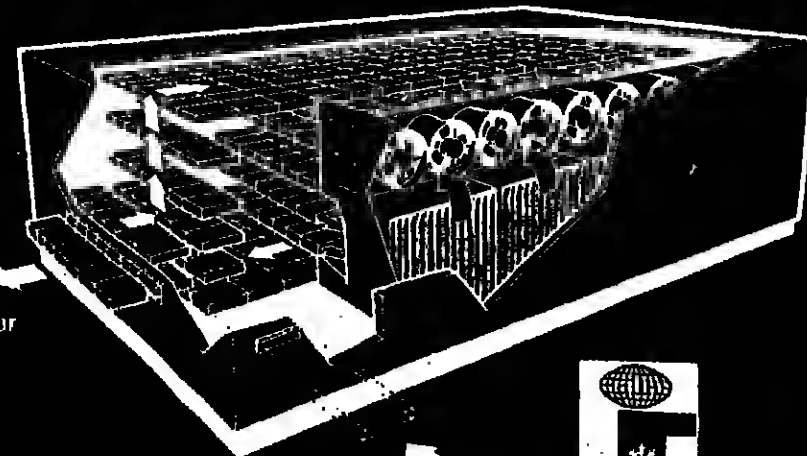
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## FISH HANDLING, processing and marketing

# Canada to mount drive on Europe

CANADA is looking to Europe as a big potential customer for the expected massive increase in fish production from her new 200-mile limit. But, first, Canada has to surmount the problem of high import duties into the EEC countries.

Speaking at the First Frozen Industries Conference in London last month, Newfoundland's Minister of Fisheries, Walter Carter, accused the EEC of being unfair to Canada by imposing tariffs of between 13 and 25 per cent. Other third countries like Norway and Iceland were subject to only three per cent duty.

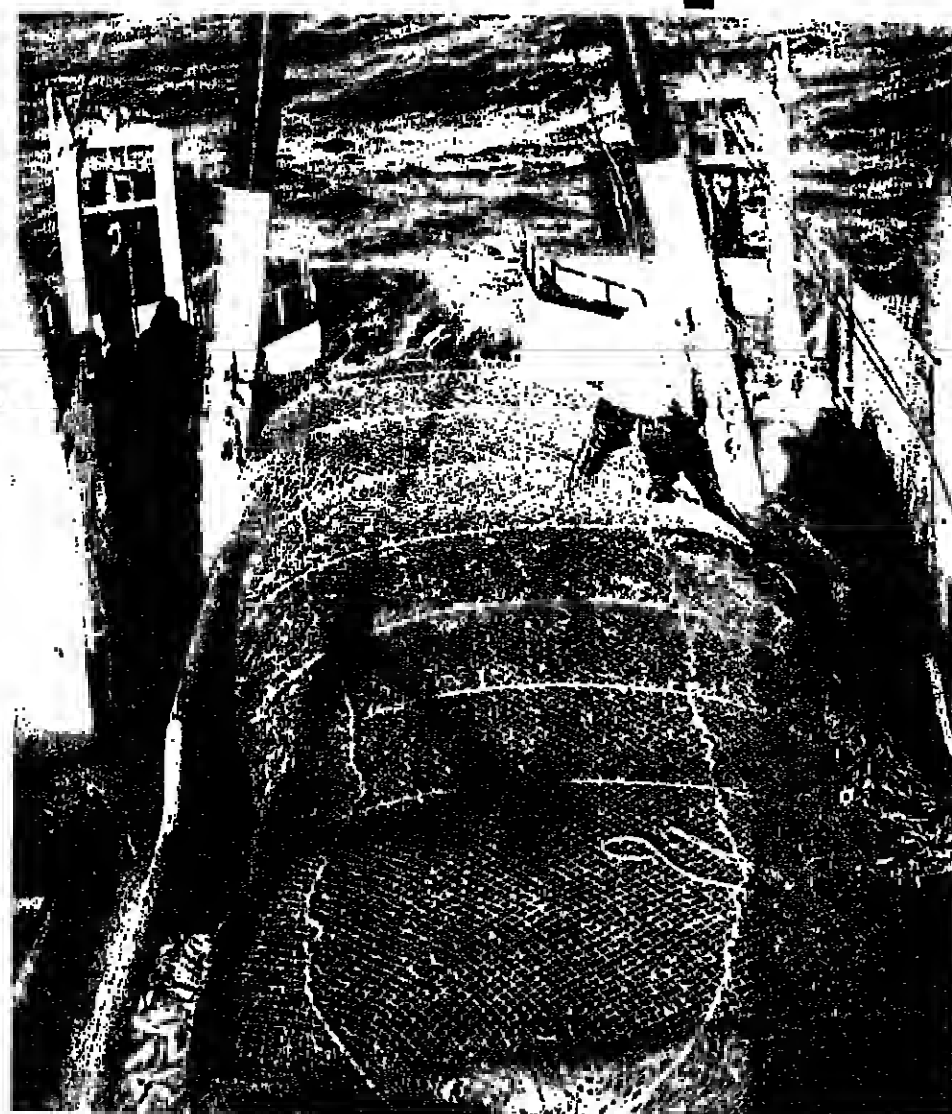
"We are not being allowed to compete", he claimed.

### Outlook

In his paper, which covered the outlook for Canada's fish trade, Mr. Carter said that from a look at resource availability over the next five to ten years, scientific evidence suggests that the total allowable catch for all groundfish species in waters adjacent to Eastern Canada will increase from 884,000 tonnes to 1.2m. tonnes over the 1977-1985 period.

The most significant increase in the total allowable groundfish catch is expected to take place in the Northern Newfoundland cod stock, which is projected to increase from 135,000 tonnes to 300,000 tonnes over the 1977-1985 period.

This cod stock has the greatest development potential in the Eastern Canadian region and it should be noted that the Canadian fishing industry, primarily the Newfoundland inshore fishery, only harvested approximately 80,000 tonnes from this stock in 1977.



We want it. Canada's got it. A 80-ton haul of herring taken off Newfoundland.

## Tariff cut plea

In 1978, Canada exported approximately 338,000 tonnes of fish products valued at \$600m.

It is obvious that the extension of fisheries jurisdiction to 200-miles by Canada, the

United States, Iceland and Norway will bring about some major supply and demand changes in the international trade in fish products.

Major fish catching nations such as Japan and West Germany, which formerly mounted considerable fishing effort in areas outside their own territorial waters, will become increasingly dependent on fish imports.

Newfoundland will undoubtedly emerge as a major producer and supplier of traditional groundfish species including cod, redfish and flounder over the next decade. In view of the recently announced US policy to expand its domestic fishing effort, it seems obvious that the US market will not be in a position to absorb projected fish product output from Canada in the years ahead.

The US plan is based on a significant increase in its domestic food fish catch from 1.2m. tonnes to 2.4m. tonnes over the 1977-1985 period and anticipates US seafood imports remaining at their 1973 level of 2.1m. tons on a round weight basis. Consequently, Canada has no alternative but to diversify in world markets for future fish exports.

Despite the fact that Canada is a major fish producing nation, there is a low per capita consumption of fish products.

In general terms, most frozen groundfish products produced by the Canadian fishing industry tend to have

a high unit price. Consequently, these products are only found in a few areas of the world (i.e. Europe and Japan) where the standard of living makes possible the consumption of moderate priced fish products.

The European market is not a major outlet for Canadian groundfish products, although increasing quantities of frozen herring and crab from Newfoundland and Atlantic Canada have entered the West European market over the past several years.

### Advantage

There is every indication that the tariffs imposed by the EEC on processed fish products have constrained Canadian exports to Europe. In addition, traditional groundfish processors such as Iceland and Norway have a comparative advantage over Canada in the European market.

There is no reason, however, why Canadian fish with high quality and competitively priced fish products should not be in a position to maintain an expanded presence in markets other than the United States.

The Federal Government has recently taken initiative to consolidate its fish trade in fish products by establishing an export agency to be known as the Canadian Association of Fish Exporters.

## FISH HANDLING, processing and marketing

THE WHITE Fish Authority is back on the road keeping a watchful eye on the quality of fish being served in hospitals. Suspended some time ago because of financial cut-backs, the mobile Advisory Inspection Service is in business again through the placing of two big contracts on a fee-paying basis.

The contracts are for the English Department of Health and Social Security and the Welsh Health Technical Services Organisation.

Since the routine inspection visits ceased in 1976, the WFA's Market Development Unit, which was responsible for maintaining the service, has been handling an increasing number of queries from suppliers of fish in the Health Service. Many stated that they would be prepared to pay for the inspection visits to be restored in order to obtain an independent assessment of the quality of fish which was being delivered to hospitals in their areas.

An approach was therefore made to the DHSS to explore the possibility of central funding for an annual programme of routine inspection visits. Approval for a programme of 20 weeks of visits to hospitals in the 13 English Health Regions was followed by a request for two weeks of visits to hospitals in Wales.

The WFA was encouraged by this response and, in order not to detract from an already crowded market development programme, recruited an additional member of staff to deal solely with Advisory Inspection work.

Prior to the formation of the Advisory Inspection Service in 1970, purchase specifications for different fish species and products were drawn up by the WFA in conjunction with the Herring Industry Board and the Ministry of Agriculture, Fisheries and Food's Torry Research Station based on the latter's Taste Panel scoring system for the determination of fish quality.

These specifications, now up-dated and published in booklet form, were distributed to every education and health authority in the UK to provide guidelines for purchasing officers after a comprehensive survey by Torry staff had shown that generally poor quality fish was being served in schools and hospitals throughout the country.

The WFA's Advisory Inspection team provided a back-up service for the

specifications and, until financial restrictions forced its suspension, made a total of 725 routine inspection visits free of charge.

Following each assessment of fish ordered against the purchase specifications, a short report would be issued to the purchasing authority which had requested the inspection and to the fish supplier which, although familiar with the purchase specifications and aware of the purpose of the Advisory Service, would not receive prior notification of the visit. The intention of the WFA was

**'£95m market to be filled'**

not to act as adjudicator in any matters arising from the report, but simply to provide an independent assessment for either party to act upon as they saw fit.

After the ending of routine inspection visits, every effort was made to answer queries from catering and supplies officers and to provide more direct help in the case of emergencies. The WFA continued its work in the institutional catering field by carrying out acceptability trials with "new" and underutilised fish species such as blue whiting and an annual programme of catering seminars was maintained.

Fish does not feature strongly on the institutional catering menu — the Prison Service last year halved its annual order — and therefore it is significant to note that the Health Service in England and Wales is prepared to pay for regular checks on the quality of the



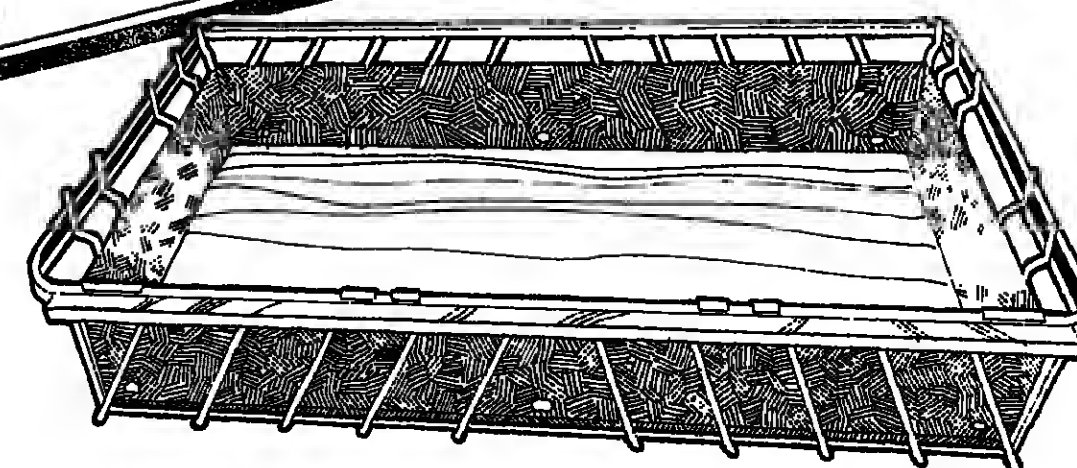
A WFA food technologist checking fish samples for quality.

# WFA BACK ON THE HEALTH TRAIL...

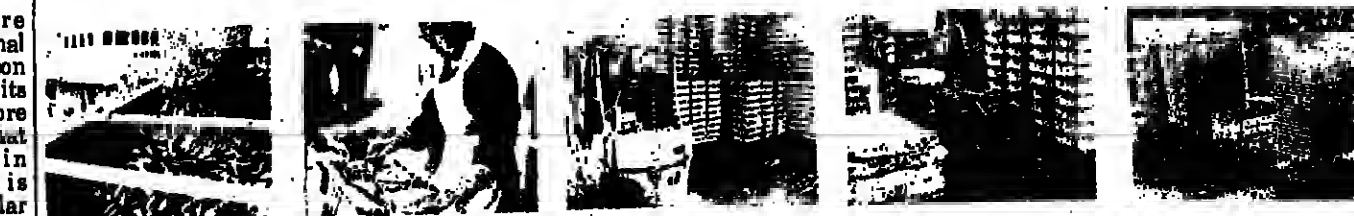


The WFA mobile laboratory — backbone of the Advisory Inspection Service.

# Pellywell



## From start to finish



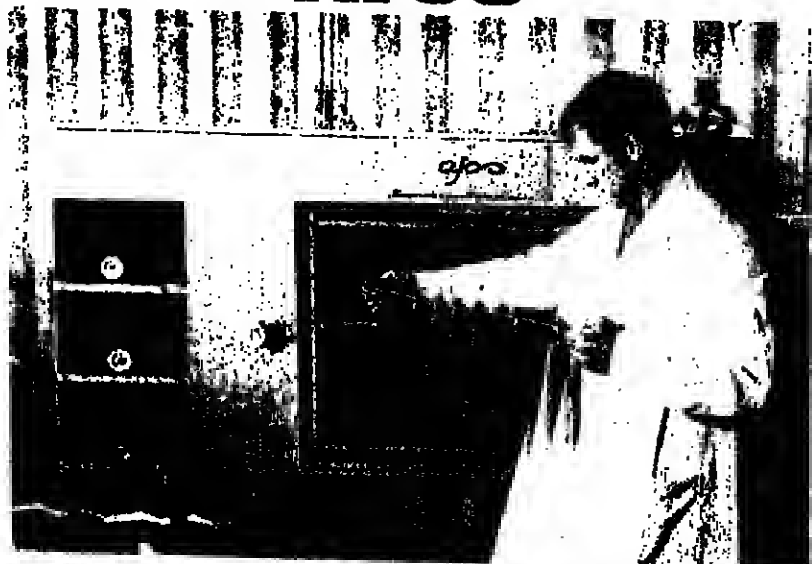
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## FISH HANDLING, processing and marketing

# THE DOG HAS ITS DAY!

A once  
scorned  
fish is  
leading  
a major  
market  
drive  
into  
Europe

**TOM WOOD looks at the recent rise to prominence of the dog fish at Grimsby...**

### CATCHER

During the summer season, vessels like *Alison Jena* land line-caught dogfish at Grimsby for three to four months.



### BUYER

Dave Jenner, managing director of A. R. Jenner. The firm has built up a big reputation on the dogfish market, with his 'Jendog' brand.



### PROCESSOR

The skinning process, in operation. A hand-cut skinned dog, 1,600 stone of dogs can be handled in a day by the Jenner firm alone.



AND THE PRODUCT  
Skinned and graded dogs.

ALL TOO often the summer invasion by flotillas of east coast inshore fishing vessels with line-caught dogfish at Grimsby is seen as the sea-going side of a specialist industry which blooms for a few brief months and then fades until the following year. Nothing could be further from the truth.

Dogs are big business at Grimsby, very big business, and the processing and marketing side has developed over the years into a non-stop, round year organisation so vast and highly specialised that the Humber port is now easily the most important centre for dogfish in the British Isles and probably in Europe.

Summer dogging may well be the highlight of the year for the colourful little inshore boats, but at Grimsby their supplies — welcome as they are — represent only a fraction of the fish now being consumed by this major growth industry.

Despite its great size the Grimsby dogfishing industry is enveloped in mystery, but then fishing always has been a secretive affair. Skippers have guarded their favourite grounds and merchants their markets for generations. Dive too deeply and up go the shutters; and the dogfishing scene is no exception, especially the continent.

tal outlets, but not without reason.

At Grimsby, a small group of fish merchants specialise in dogfish and have established a fine reputation with their marketing outlets for top quality produce which is generally considered the best available. These businesses have been built up, especially the export trade for skinned dogs and dog flaps, by sheer hard graft and through personal contact with their customers which ensures a maximum saturation of all existing markets.

### Custom

It is this same personal approach and product excellence which plays such an important part in capturing for Grimsby much of the new custom, whether abroad or in Britain, as it develops.

One of the top dogfish specialists at the South Humber port is A. R. Jenner (F. M.) Ltd., easily identified, particularly abroad, by the brand name 'Jendog'. This merchanting firm was founded in 1933 by Arthur R. Jenner, who still takes an active interest but has passed on the more arduous day-to-day running of the business into the very capable hands of his son and managing director, David A. Jenner.

Today over 75 per cent of all production is dogfish and in Dave Jenner's own words: "We can handle 1,000 stone of dogs daily without sweating and 1,600 stone with ease in the winter," which may give some idea of the size of this firm's business alone!

Most of the export orders come in by Telex and are received in the offices above the processing factory in

Grimsby's Murray Street, opposite the fish markets. The orders are rapidly processed from fresh fish, packaged and sent off literally within hours of receipt.

### Distribution

The firm processes and markets headless skinned dogfish on a vast scale, largely for the export markets in France and Belgium. By using contracted refrigerated transport and Sealink ferries, fish despatched from Grimsby is on the continent, just sixteen hours later early the following morning and ready for onward distribution to points more southerly.

A. R. Jenner also produces dog flaps in a big way. However the firm does not market these itself directly and they are passed on to a flap specialist and thence, in

common with nearly all Grimsby flaps, into the export trade. It is widely known that the most popular market for flaps is West Germany.

Speedy processing, handling and despatching are all important factors in securing orders, but freshness of the supplies of dogs to the factory is probably the most vital one. As Dave Jenner explained: "Freshness is more important than anything else. I buy fish which are rarely more than a day old to maintain a top quality product. Once you have this and the markets, the brand name sells itself."

The firm, as with Grimsby's other dogfish giants, buys in at least 50 per cent of all its supplies from outside Grimsby depending upon the time of the year. Fish is brought in by overland trucker from all over Britain. Regular consignments

SKINNING DOGS IS A SKILLED JOB...

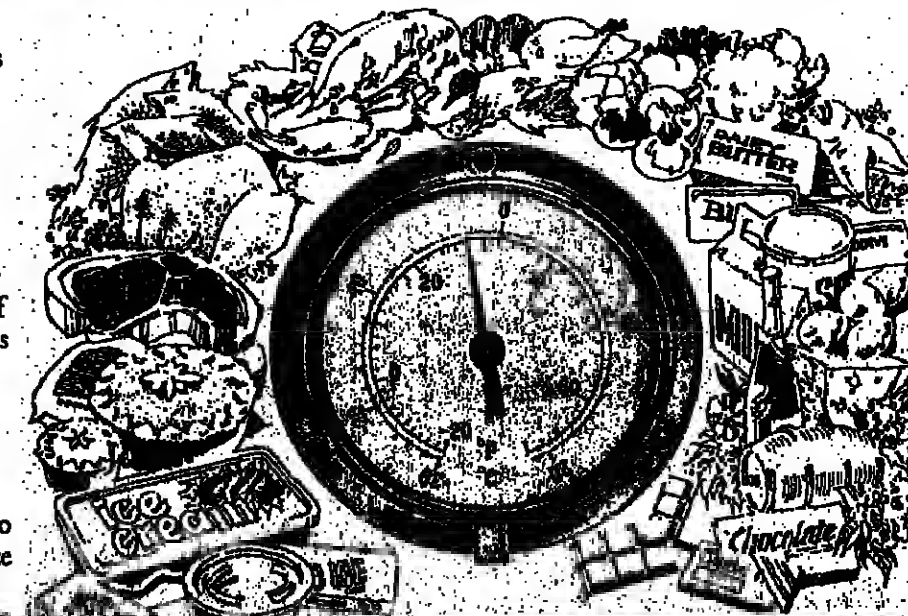
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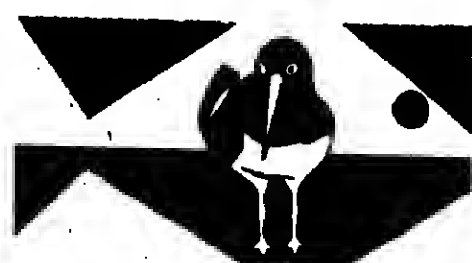
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## FISH HANDLING, processing and marketing

## THE DOG HAS ITS DAY!

CONTINUED FROM  
PAGE NINETEEN

arrive by road from Scarborough, Fraserburgh, Whitby, Shields, Buckle and Eyemouth — to mention but a few of the sources — and even during the local Grimsby summer inshore season if the Grimsby-landed fish fall short of Jendog standards.

From October onwards after the coastal season has closed and the good trawl-caught Westerly dogs are beginning to taper off, Jenners call heavily on supplies from the west coast of Scotland. Often it takes delivery every day of two trunks of five hundred 7-stone boxes of day-old fresh dogs from Loch Claeh (Kinlochbervie) and Loch Inver (Lochinver).

As with so many aspects of the fishing industry on the merchant side it's a hand to mouth existence, dependent on many factors like the weather and demand, but the system works well for A. R. Jenner and its constant attention to quality pays good dividends.

## Sharp knife

Ungutted fish are generally graded into three groups, small (1½ - 2½ lbs), medium (2½ - 4 lbs) and large (4½ upwards) for processing. The dog skinner is a skilled worker who combines a keen eye with a sharp knife and no mean physical strength to produce a whole range of products which ensure a minimum of wastage.

The process is well standardised throughout the trade and Grimsby is no exception. The skin, head and guts, the least valuable, are sold to the Grimsby Fish Meal Company for reduction into fertilizer. So, too, are the livers from which oil is extracted, whilst the tail is also saved and exported to Norway where it is dried and a useful nutritional fibre extracted.

What happens to these tail fibres is yet another puzzle. It could be a Chinese one too, for some sources believe they end up eventually in the Far East as an ingredient of shark-fin soup, and this may not be too far off the mark!

This now leaves the two most saleable items on which the entire Grimsby dogfish industry tends to revolve: the skinned dog carcass and the flaps.

## Fleshy flaps

Dog flaps come from the underside of the fish and are rich fleshy rectangles of high protein meat which extend from the nape to the lower abdomen. They line the belly and underside of the fish and on a good one, usually the bitches (females) which run larger as a rule than the jacks (males), the flaps are often a good ½ inch thick.

Merchants specialising in flaps take great care to ensure no membrane is left behind from the processing stage, as most Grimsby flaps are destined for quality markets on the continent where quality control is very strict.



A familiar sight in Grimsby is the "Jendogs" brand name on a Jenner's truck.



## It takes skill to skin a dog

Securing a dog before skinning is an important part of the processing operation. Nothing is wasted; the skin goes to the meal plant.



Making the first cut. Skill and strength are needed for maximum yield from the fish. Flaps are often half-an-inch thick.



A clean cut. Just the carcass is left, with the head still on the block. Before flaps are sent to the Continent, they are usually pre-frozen for the journey.

Companies exporting to the continent generally freeze the flaps for transit. In the important German markets, the flaps are defrosted, subjected to a special smoking process before finally ending up, it is understood, as the very popular German delicacy "Schillerlocken".

Even in the days before the export side of the dogfish industry became such a good business, there was always a

big market for skinned dogs in the south of England and Jenners always had a good slice of this.

Oddly by one of those curious British customs, which dictates what people eat according to where they live, the rest of Britain traditionally shuns dogs and the UK trade has always been concentrated on the Home Counties and the south coast. At popular seaside resorts,

like Margate and Clacton, that delicious meal of 'hut and chips' is almost certain to be dogfish, whilst in the southern outposts skinned dogs have been known to pass as the ubiquitous 'rock salmon' and even as substitutes for 'jellied eels'. It may not be everyone's idea of fish in the raw state, but that tender meat surrounding a jelly-like bone makes up into a most tasty dish.

Jendogs are graded into small (1½ - 1½ lbs), medium (1½ - 2½ lbs) and large (up to 7 lbs) when skinned and the firm supplies catering packs of 1, 2, 3 and 4-stone boxes for the UK markets, while the export side is covered by a 20-kilo box; again further evidence of the heavy demand from the continent.

## Guarded

Without doubt the exportation of the carefully guarded export markets has transformed the dogfish industry most noticeably over the last ten years with massive operators like A. R. Jenner emerging at the apex of Grimsby's effort. It has been a trade easily gained, but the long, tiring journeys transpiring around Europe which Dave Jenner and his fellow dogfish specialists have made to open up the markets for their skinned dogs and flaps are now paying good dividends at Grimsby.

Yet it involves much hard work at the Grimsby end, where a 12-hour working day, buying, processing, packaging, despatching and catching up on piles of paperwork are more often than not the norm for kinglymen like Dave Jenner, just to keep the Jendog business ticking over smoothly.

Such then is the great Grimsby dogfish industry. So Masonic in its working that no one is prepared to divulge too much.

From the outside it would seem a futile task to attempt to equal Grimsby's standing as a major centre for the fish which was once most loathed in the sea. The humble member of the fish family, branded as a scavenger, which drops other fish, played havoc with fishermen's nets and was thought to have no commercial value whatever, has changed

## FISH HANDLING

## Road containers adapted for sea

PACKAGED refrigeration units designed for road transport have been adapted for seagoing container duty by the manufacturer Transfrig Ltd. of Gosport, Hants.

The first two marine versions of the Transfrig DEL90 series transport refrigeration units have proved highly successful in service for Fruit Freighters (London) Ltd. on containers used for shipping frozen fish from the Canary Islands to Britain.

Integral refrigeration equipment was necessary because the shipping vessel was not designed for carrying containers, so clip-on refrigeration units — commonly used on purpose-built ships — were not available.

A standard DEL90 series transport refrigeration unit is fitted with a diesel engine-driven compressor, which also has standby electric motor drive for emergency use and for quiet overnight running at the depot.

For marine use, the electric motor becomes the principal drive and it is rated to plug into the ship's electrical supply system. The diesel engine is then reserved for standby duty and for use when moving the container by road.

This self-contained refrigeration unit is mounted through a hole cut in the container front bulkhead, which is recessed so that the equip-

ment does not extend beyond the overall container frame.

The condenser section is exterior to the box, while the evaporator section protrudes into the refrigerated space.

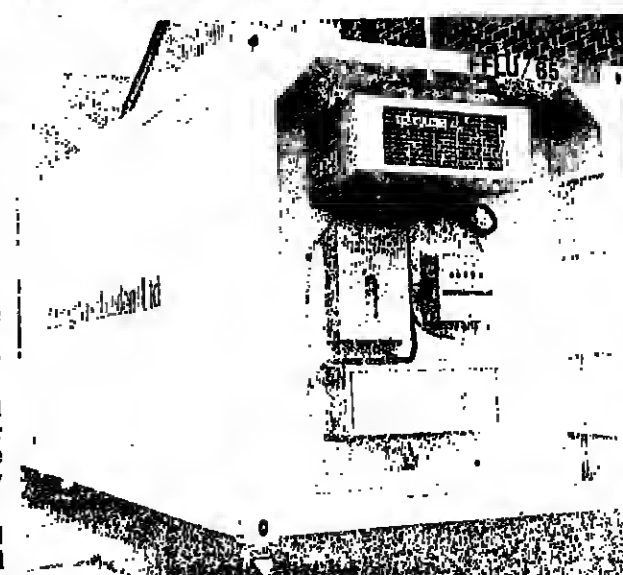
Because the containers sit on the upper deck of the vessel and are subjected to salt spray, the equipment had to be specially protected.

All exposed metal surfaces have been finished with marine quality paint and the

corrosion-resistant steel condensing coils have again been additionally treated.

The enclosed, waterproof, electric motors have been externally protected against salt water corrosion. Electrical wiring and control components have been housed in separate, watertight compartments and the wiring looms specially protected.

Each container holds about 500 cartons — or roughly 12 tons — of fish which is deep frozen before loading into the container. The DEL90 series operates on R502 refrigerant.



The Transfrig container used to carry fish aboard ship from the Canary Islands.

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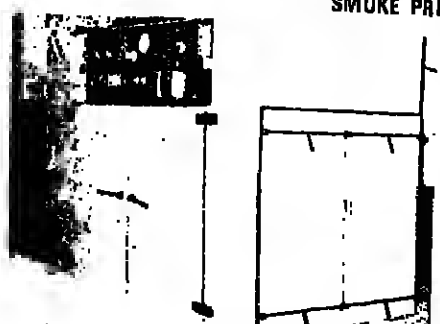
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### FISH HANDLING, processing and marketing

## Smoker on trial

SMOKE signals were being put up by the German firm Maurer. On display was the single trolley 'Fishmaster' fully automatic smoking oven. The equipment created considerable interest and the unit shown on the stand was later installed in an Aberdeen fish factory for trials.

The Maurer range of smoking ovens, from one to 12 trolleys of standard designs (or more trolleys on request), are claimed to be ideal for both hot end cold smoking, also defrosting prior to smoking.

### Automatic

The equipment is compact in design and has a built-in cleansing system. Smoke is provided through an automatic smoke generator and the whole system is operated by an automatic control system.

This was the first time Maurer has participated in a UK fishing show, although it is already selling units in many countries. With the increase in consumption of smoked fish in this country, these automatic smoking ovens could further help to develop this market.

Below:  
Maurer's single trolley fully automatic smoking oven — on trial in UK factory.

# CATCH '78 on the product line...



## FILLETER TO BE MODIFIED

A NEW white fish filleting machine was the main attraction on the Beader stand at the Catch '78 exhibition in Aberdeen. The filleter — the Beader 121 — has been designed for processing small white fish, especially whiting, haddock and blue whiting.

At present three machines are in use — two on German trolleys and one with the WFA.

Further tests are being carried out on the 121 as the machines in use at present are only capable of processing blue whiting; they will need slight modifications to process haddock and whiting.

Beader says they are nailing the machine at Scottish fishermen, especially along the east coast, and that the response at the exhibition has been good.

The present machine is capable of producing fleas, single fillets, with skin on or off, and mincing fish. It can fillet fish within the range of 20-40 cm (8-16 in.) and process 120 fish per minute.

### Established

Also on the stand were the Beader 51 skinning machine and the Beader 168 gutting machine. Both machines are established in the south of England, but it is the first time that the skinner has been shown in Scotland.

Its main feature is the small amount of waste fish, as it pulls the skin off instead of cutting it.

The machine is also capable of skinning without an initial cut for higher yields.

It is able to process cod, haddock, pollock, and redfish of all sizes and has a throughput of 80 to 150 fillets per minute.

The Beader 168 gutting machine — aimed at small fish — can be used for fish from 25 — 45 cm and has a maximum throughput of 100 fish per minute.

An ascending transport system guides the fish with tail end ahead and belly-side up through a centring device and a pair of combined lifting and gutting tools. A rotating belt controls the exact gutting cut.

## Versatile processing line

SEVERAL new pieces of equipment were introduced by Intel Engineers, the Aberdeen firm of specialists in fish processing and mechanical handling plant.

Intel's policy is one of continual research and development and the firm introduced its completely re-designed hand filleting line which can suit the requirements of fish processing companies, large and small.

### Flexibility

Standard bolt-on end units coupled with the standard four-station modules give a high degree of flexibility for production and installation requirements with

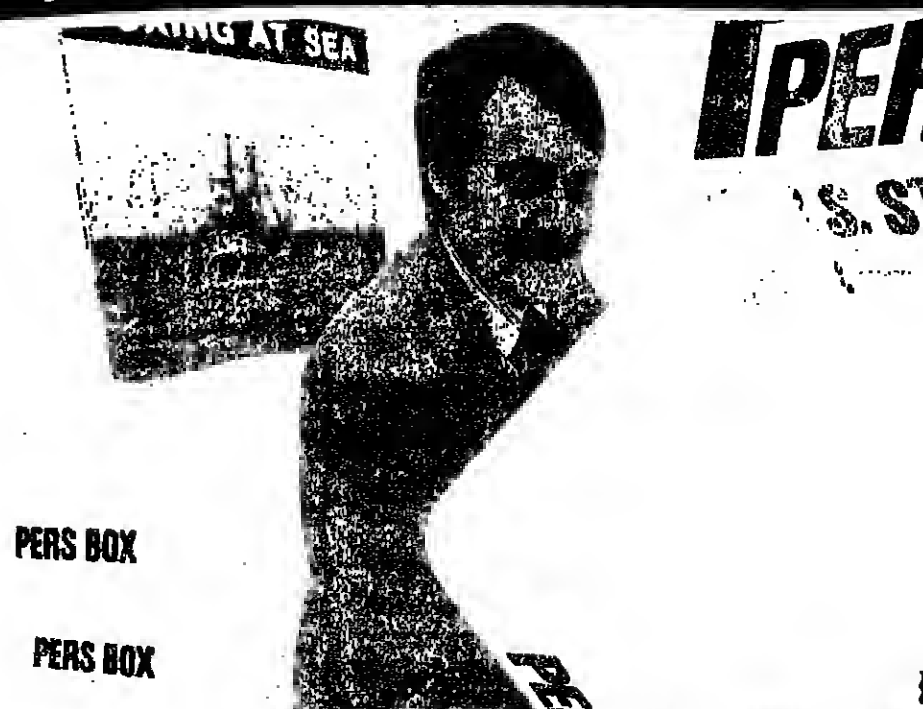
the right capital outlay at any given time.

The equipment is made of stainless steel and has synthetic cutting boards and is therefore hygienic and easy to clean; it meets all current and anticipated sanitary regulations.

Also on display was a fully automatic moulding machine for products such as scampi. This, too, has been completely re-designed following extensive consumer research.

Continued on page 24

### FISH HANDLING



PERS BOX

PERS BOX

Pers Stromberg with his new boxes which are expected to be in full production by August.

## New box on show

A NEW plastic fish box for use at sea was introduced at the show by the Norwegian firm of Pers S. Stromberg.

The firm was set up two years ago by Pers Stromberg — already well known to the industry having been the manager of a previous company which made plastic boxes.

"After more than ten years of experience I have designed an even better plastic box," he said.

"The new box is now undergoing tests aboard a number of vessels and we expect to be in full production by August."

With a 40-kilo capacity, the new box would make an ideal replacement for the seven-stone wooden box traditionally used aboard Scottish vessels.

Design features include rounded corners and the absence of ribbing so that there are no sharp corners in which dirt can lodge. Hand grips are moulded into the sides and sides of the box rather than being cut through the plastic.

In addition to making the box more comfortable to handle, this also prevents air getting in to the fish through the sides of the box and an helps prevent ice from melting too quickly.

Stout ridging around the rim of the box allows for easy stacking and the rounded outside edges and corners make it more resilient to impact.

The box, which has been developed after consultation with the fishing and plastics

industries, can be made in two versions. One has drainage holes around the perimeter of the base to allow for outside drainage when boxing white fish and the other has drainage holes over the whole of the base for adequate drainage when carrying herring.

Different sizes of box will be introduced later.

The CIPAX container for the Breasclete factory.

## INSULATED CONTAINER

A NEW range of fish containers will be making their debut in the UK shortly at the new fish drying complex being built at Breasclete, on the west coast of Lewis.

A 'first look' at these containers manufactured by the Norwegian firm CIPAX was given at the Catch '78 show. The seven plastic containers are made in a range with a carrying capacity from 500-1000 litres. They are designed for use with both pallet and fork-lift trucks.

Two versions are available; one with double walls which is insulated with foam to cut down on ice. A special draining board is also manufactured.

## Skinning machine for blocks

FISADCO LTD. had five processing machines on display including the new 'Twinskin' block fillet skinning machine.

The machine was originally developed in Aberdeen where block filleting is a speciality and is designed to handle smaller fillets of codling, haddock and whiting.

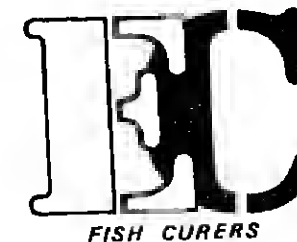
As this method is a most economical way to fillet small fish, processors elsewhere are becoming more interested in block filleting and Fisadco already has one of its

Twinskin machines in use in Brittany.

Using a one hp three-phase, or a 1 1/2 hp single-phase power supply, the machine can handle up to 50 fillets a minute and measures 6ft. x 3 ft. x 3 ft.

All Fisadco processing machines are now manufactured in Hull, although the firm is retaining a sales agency and servicing depot at Aberdeen.

The fish skinner from Fisadco



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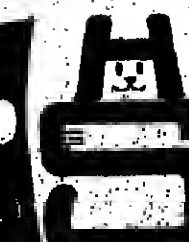
The design incorporates a large storm collar which will quickly convert to a protective hood with a draw string. The jacket is closed with a double zipper strong Swiss 'RIRI' nylon zip which can be opened from either end, and this has an overlap fastened with 'Velcro' or press-studs. The hem has a draw cord and the sleeves have storm cuffs. The red lining is quilted to a 2 1/2 oz terylene thus making the jacket completely washable.

HARTLAND: The outer of this jacket is in waterproofed practically indestructible nylon and is resistant to sharp surfaces, and is available in navy-blue, yellow, olive-green or red at £18.00.

GIFFARD: The outer here is of waterproofed 4oz nylon and comes in navy-blue or olive-green at £15.90.

TROUSERS: To match the jackets can be made to order, with or without lining. Both of the above jackets are available with a heavier lining for extra warmth. 'Velcro' sealed pouch pockets for more room, and are marketed as the CROYOE at £19.70, and the LYNTON at £18.10. Prices are inclusive of postage, packing and VAT. Please state chest measurement when ordering.

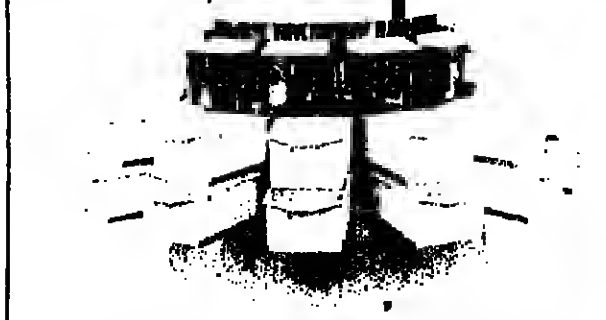
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## FISH HANDLING, processing and marketing



## CATCH '78

### Versatile

From page 22

and field testing and conforms to the highest standards of health law and hygiene requirements.

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Special tools allow the shape of the final product to be altered.

Above: Intel Engineers' re-designed hand filleting line aimed at both large and small fish processing companies.  
Below: the Starstrap packing machine made its debut at the show. The machine can make 12 straps per minute with maximum tension strength of 45Kg.



## DEBUT FOR STRAPPER

THE NEW 'Starstrap' strapping machine, which made its debut on the Bridon stand, aroused considerable interest.

The unit — Phoenix 8 SW-202 semi-automatic side-seater strapping machine — has been designed exclusively for strapping aquatic, agricultural or dust-emitting products. It is easily operated and can strap packages of any size quickly and efficiently.

Starstrap polypropylene strapping is applied around the package manually and inserted into the heat seal guide. Then, in seconds, the machine completes a firmly strapped and neat package ready for despatch.

The main parts of the body are made of stainless steel and the important mechanical units are water-proof, which is a great advantage when handling packages containing fish.

Packages as small as 80 mm x 76 mm x 20 mm can be strapped and the machine can make 12 straps per minute with a maximum tension strength of 45 Kg.

The machine uses a 220/240 V 50 Hz power source and the unit can be fitted into a conveyor system.

Strapping will come more to the fore in fish processing factories when the use of staples in packaging is banned under new EEC regulations.

## Containers sell well

CONTAINERS were a big feature at the exhibition. Most of the well-known makers of fish boxes and containers were there including Ashton Containers, Anderson's Packaging, GPG Containers and Allibert.

General opinion seemed to be that all the firms were selling in a big way.

GPG Containers' biggest seller was the C1450 Super Stacking container. They are made of high-density polyethylene which can be stacked up to 14 high and weigh 4.0 kg (8.7lb).

At the exhibition the firm sold over 15,000 of these containers which are mainly used for white fish boxing at sea. They can be loaded

with up to 50 kg (110lb) of fish and have internal dimensions of 500 x 600 x 500 mm.

A lot of interest was shown in Ashton Containers' Viking fish boxes, which have been taken on by James Cordner & Son Ltd. Polythene-coated to make them fully water-proof and non-absorbent, they are available in various sizes.

Tillamook was also at the show and was pleased with the amount of enquiries about its board boxes which are suitable for both wet and dry fish packaging.

Particular interest was shown in the three-stone boxes which, combined with Tillamook PE lid, make a good high stack box.

## FISH HANDLING, processing and marketing

# New limit sends catches soaring

### ICELAND

ICELAND has increased her fish catch by 40 per cent in the first year of her 200 mlla limit, according to recently published figures.

In 1977 the Icelandic catch rose to 1.4m. tonnes compared with 928,000 tonnes the previous year.

In 1975, the last year that British trawlers were fished unhindered, they caught 77,000 tons of cod — almost a third of the UK cod supply. With the exclusion of British vessels in 1977 Icelandic vessels caught 330,000 tonnes of cod, an increase of 46,000 tonnes.

However the main reason for these rises was the huge increase in capelin landings — from 459,000 tonnes to 813,000 tonnes in 12 months.

The real benefits of exclusive limits became apparent in the value of the catch. The contribution to the economy in 1977 was almost 44 billion kroner (£120m.) — more than half as much again as contributed in 1976.

Higher prices paid for Icelandic fish — the average price paid for cod was almost 72,000 kroner per tonne (approx. £197) — this plus the higher landings lifted the value of the cod catch to 24 billion kroner (£66m.) — almost as much as the total value of all landings in 1976.

### CANADA

## Big deal on eels

BRITISH fish importer Tom Grahame says Canadian dealers for the common eel is helping him fill a good market in England.

During a visit to Nova Scotia and New Brunswick, Mr. Grahame said he wants to import 1.7m. lb. of eels to Britain by the end of 1979.

Europeans have accepted eels as a nutritional and attractive fish for years, he said. But until recently he was unable to export eels from Canada because airlines wouldn't accept them — but new shipping methods have cured airline concern.

Eels have been a seasonal species in Nova Scotia and New Brunswick due to the region's weather, but they could become a year-round product if holding ponds and eel farms are developed.

## MEAL DROPS

THERE has been a drop in the United States demand for fish meal. During the first quarter of 1978 only 5,927 tons were imported

a difference of 16,878 tons on the previous year. Production of fish meal was almost exactly the same as the same period last year, 8,864 tons compared with

### UNITED STATES

8,828. However, there has been a rise in US meal exports — 6,298 tons in January-March this year compared to 593 tons in 1977.

### INDIA

## SALES AT SEA PLAN

THE Indian government may allow direct exports to foreign ships of marine products obtained from the high seas.

The Ministry of Agriculture is reported to have already cleared an application for such permission from Kelvinator of India Ltd., but the Reserve Bank of India is said to be insisting that the company should

deep-sea fishing jointly with a Polish company. The newspaper says it has chartered a factory trawler from Poland which can process and freeze produce on board. By selling at sea, operations will be speeded up and the company will also have the advantage of avoiding customs dues, which apply only to exports from the mainland.

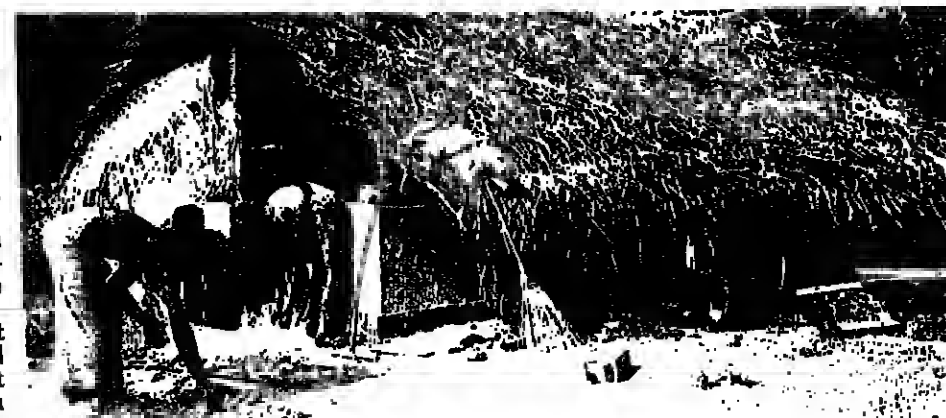
The *Economic Times* says the guarantee may be waived if sales are made to countries with which India trades on the basis of rupee payment. So, the firm may ultimately export its entire catch to Poland.

## world scene

provide a guarantee of sales turnover.

The minimum guarantee of sales, according to the bank, should cover the chartering charges of a trawler plus a specified quantity of the catch would be sold offshore, says the *Economic Times* of New Delhi.

Kelvinator has entered



Drying fish under a palm thatched hut in Sri Lanka.

### SRI LANKA

## LOOKING FOR DRIED FISH

THE DECLINE of the dried fish industry in Sri Lanka (formerly Ceylon) has led to a large shortfall of this traditional food on the island.

Only 500 tons are now produced — barely 20 per cent of the domestic demand — and although imports average 1,500 tons a year the need is still great.

To try and meet the shortfall the Sri Lanka Ministry of Fisheries and the Industrial Development Board are trying to boost domestic production through incentives such as bank loans and specially technical advice as the Sri Lankans' methods of preparing dried fish are antiquated and unhygienic.

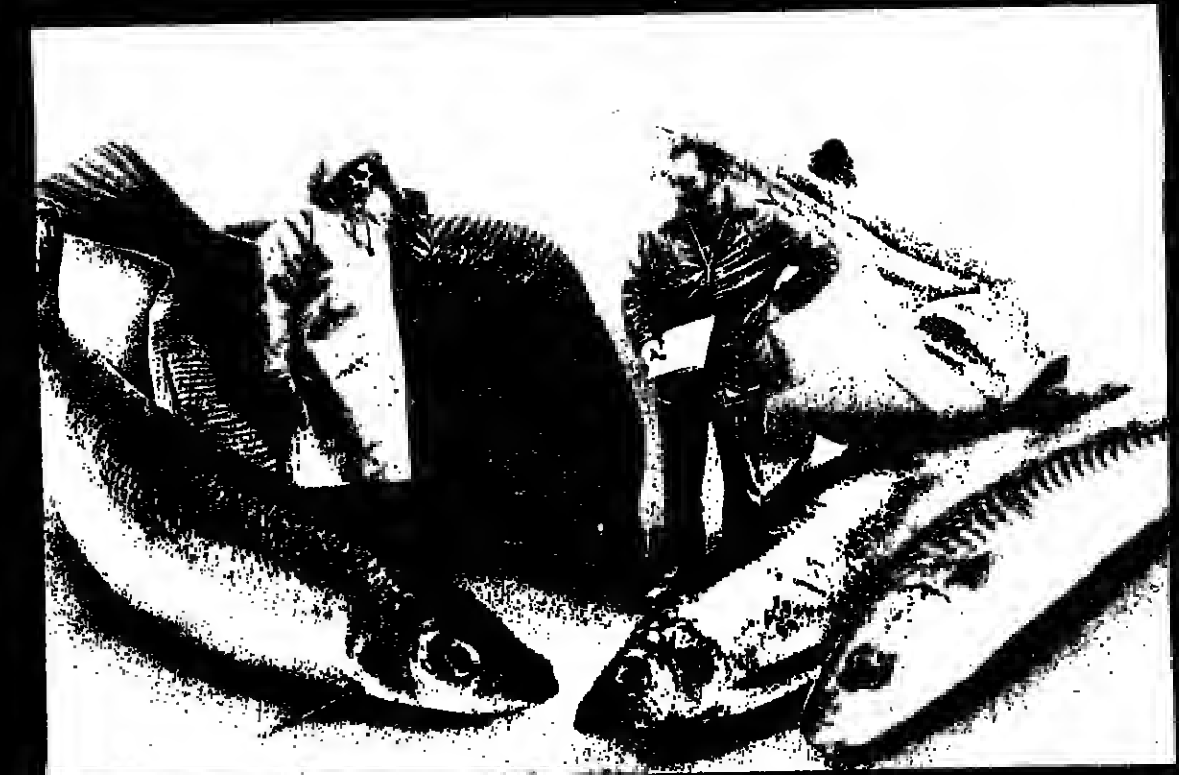
At present they use three methods: drying without salting, dry curing and wet curing of salted fish.

Small fish are dried on the hot sands of the Dry Zone without any additional treatment. Dry curing is dependent totally on the weather.

For wet curing fish are cleaned and placed in wooden barrels containing brine. Usually a measure of the dried fruit pulp (*Carotina camboogia*) is added to the brine. The active agent in the pulp makes a pickled product of the cured fish.

Festus Perera, Minister of Fisheries, has asked the newly established Fish Technology Institute to investigate how these methods can be improved and modernised to help boost the industry.

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## FISH HANDLING, processing and marketing

## 'FN' FISH TRADING GUIDE

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## going out

EXPORTS of fish and fish products by Britain are well up this year and during May 1978 showed an encouraging rise. Total sales abroad amounted to nearly £12 million, a rise of 12 per cent compared to the previous month.

Deliveries to the EEC countries recorded an increase of about £200,000 and amounted to £6.9 million in May. For the first five months of the year, they reached £31.5 million (see Table 1).

A significant growth was also seen in the case of sales to the developing countries in Africa and Asia, with deliveries of £1.6 million in May compared to £1.2 million in the previous month.

The North American market also continued to purchase increasing quantities of fish, with sales of nearly £1 million.

The biggest item exported continued to be frozen fish, with a value of £4.1 million, while there was also a big increase in exports of special products like lobsters, oysters and crabs. They were valued at £3.8 million compared to £2.4 million in the previous month.

TABLE 3 — EXPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS — breakdown by weight

	May 1978	April 1978	Jan.-May 1978
	tons	tons	tons
Fresh or chilled fish	498	2,298	23,701
Frozen fish	16,808	16,369	89,215
Fillets (fresh or chilled)	11	4	86
Fillets (frozen)	1,495	1,531	6,796
Fish meal for human consumption	2	—	741
Dried cod	13	—	86
Dried or salted fish	590	591	6,661
Smoked fish	376	522	2,138
Crustaceans and molluscs (including lobsters, oysters and crabs)	2,231	1,693	10,560
Prepared or preserved fish (including caviar and canned salmon)	1,070	1,216	5,464
Prepared or preserved crustaceans and molluscs (including crabs)	51	66	392

TABLE 5 — IMPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS — breakdown by value

	May 1978	April 1978	Jan.-May 1978
	£000	£000	£000
Fresh or chilled fish	3,846	3,852	18,660
Frozen fish	1,962	2,230	10,971
Fillets (fresh or chilled)	59	76	522
Fillets (frozen)	7,502	8,438	28,961
Fish meal for human consumption	—	—	—
Dried cod	7	19	83
Dried or salted fish	125	64	688
Smoked fish	16	48	181
Crustaceans and molluscs (including lobsters, oysters and crabs)	2,295	1,339	8,130
Prepared or preserved fish (including caviar and canned salmon)	7,016	5,377	32,008
Prepared or preserved crustaceans and molluscs (including crabs)	1,677	1,461	7,936

## coming in

THE level of imports of fish continued to rise. By May 1978, they amounted to £24.9 million. For the first five months of the year there was a substantial deficit on the trade balance for fish products, which has averaged over £10 million per month.

Main imports came from Europe; deliveries from the EEC countries amounted to £6.8 million, a rise of 6 per cent compared to April, but in contrast, there was a drop in fish supplies from other European countries.

During May, imports of fresh and chilled fish went up marginally, whereas frozen fish fillets dropped by £800,000 in value. There was a large increase in canned fish products, particularly caviar and salmon, and their value went up from £6.4 million to £7 million, as can be seen from Tables 4, 5 and 6.

TABLE 4 — TOTAL IMPORTS OF FISH AND FISH PREPARATIONS (by region)

	May 1978	April 1978	Jan.-May 1978
	£000	£000	£000
EEC countries	6,816	6,309	33,275
Other Western Europe	8,748	9,868	36,208
North America	3,341	2,900	20,756
Other developed countries	2,106	789	6,045
Latin America	360	676	2,021
Middle East and N. Africa	216	312	1,565
Other developing countries	1,864	1,391	7,607
Communist countries	1,436	746	2,621
Total	24,885	22,982	109,006

\*Australia, New Zealand, South Africa and Japan.

TABLE 6 — IMPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS — breakdown by weight

	May 1978	April 1978	Jan.-May 1978
	tons	tons	tons
Fresh or chilled fish	7,255	6,843	35,492
Frozen fish	3,174	3,982	15,316
Fillets (fresh or chilled)	66	69	502
Fillets (frozen)	0,799	7,697	27,061
Fish meal for human consumption	—	—	—
Dried cod	9	21	34
Dried or salted fish	162	91	865
Smoked fish	6	43	104
Crustaceans and molluscs (including lobsters, oysters and crabs)	2,062	936	5,863
Prepared or preserved fish (including caviar and canned salmon)	4,263	3,626	20,324
Prepared or preserved crustaceans and molluscs (including crabs)	838	614	3,670

## What we are catching...

THE British fish catch was slightly down on both weight and value in the first four months of this year compared to 1977.

Total fish catch was 328,979 tonnes, compared with 332,176 tonnes. First-hand value of the catch was £76,455,409 against £76,901,336.

There was a dramatic turn round in

the amount of pelagic fish brought ashore. This rose to 184,445 tonnes, compared with 146,794 tonnes at this stage last year.

The big rise in the pelagic catch was due to 108,889 tonnes of mackerel from English waters being brought ashore, against 63,700 tonnes in 1977. Value of the English mackerel catch rose from

£4,125,212 to a massive £10,508,768. Total UK demersal landings were well down at 126,005 tonnes from 163,224 tonnes last year. Value at £52,499,199 was nearly £16m. down.

Although the shellfish catch slumped from 22,156 tonnes to 18,489 tonnes, there was a rise in value from £5,277,018 to £7,076,161.

TABLE 1 — TOTAL EXPORTS OF FISH AND FISH PREPARATIONS (by region)

	May 1978	April 1978	Jan.-May 1978
	£000	£000	£000
EEC countries	6,925	6,776	31,472
Other Western Europe	1,001	757	4,386
North America	977	467	3,056
Other developed countries	712	842	3,767
Latin America	32	36	269
Middle East and N. Africa	332	499	1,633
Other developing countries	1,582	1,176	7,589
Communist countries	430	309	4,827
Total	11,891	10,692	56,961

\*Australia, New Zealand, South Africa and Japan.

TABLE 2 — EXPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS — breakdown by value

	May 1978	April 1978	Jan.-May 1978
	£000	£000	£000
Fresh or chilled fish	662	639	5,876
Frozen fish	4,137	3,980	20,725
Fillets (fresh or chilled)	11	6	73
Fillets (frozen)	894	732	4,103
Fish meal for human consumption	3	—	89
Dried cod	16	—	112
Dried or salted fish	330	437	2,348
Smoked fish	551	726	2,980
Crustaceans and molluscs (including lobsters, oysters and crabs)	3,847	2,413	13,068
Prepared or preserved fish (including caviar and canned salmon)	1,430	1,412	6,774
Prepared or preserved crustaceans and molluscs (including crabs)	121	150	632

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DUTCH DEMAND  
MORE HERRING

THE DUTCH want bigger herring quotas from the Irish Government but Irish fishermen have announced determined opposition to the request. The Dutch Minister for Agriculture and Fisheries promised Dutch fishing boat owners that he would try to persuade the Irish Government to allow them bigger quotas.

## 'Turning the corner'

HEAVY landings by Icelandic and French ships and improved catches by local trawlers gave Fleetwood a boost last week.

Mr. Alan Welsh immediate past president of Fleetwood Fish Merchants' Association said that if the present volume of fish continued the hard hit port would have

weathered the storm. "We've almost turned the corner."

So many local ships were scheduled to land this week that at least two Icelandic vessels had to be turned away.

Pride of place last week went to the Icelandic trawler *Sontur* which made 243,514 hard hit port would have from 1,647 kits.

They will be making a formal request for an extra 4,000 tonnes of herring.

Under present arrangements, only ships of less than 24 metres in length may fish for herring between the 12 and 20-mile limits in operation in Ireland. The Dutch also face a British herring ban in the North Sea off the west coast of Scotland and are claiming that their livelihood is about to disappear altogether.

The chairman of the Irish Fishermen's Organisation, Joey Murrin, said that his organisation would be completely opposed to any extra allocation for the Dutch.

"Our position is weak enough and we can't see how the Government could relax the regulations here any further," Mr. Murrin said.

A FRENCH lorry driver accused of dishonestly obtaining over £8,000 worth of fish by deception was sent by Plymouth magistrates for trial at the Crown Court on Wednesday.

Yvon Henry (aged 39) of Lantreath, Cornwall, is accused of dishonestly obtaining two lorry loads of assorted fish from a Barbican fish merchant during May.

Irish  
watch  
blue  
whiting

WITH THE pressure on for alternative stocks Irish fishermen are watching with interest the Norwegian study of blue whiting off the Irish west coast.

The Norwegians have an EEC quota for 70,000 tons of blue whiting on these grounds under a "swap" arrangement with the Common Market.

Latest figures show that, to the beginning of May, they had taken up 52,000 tons of their allocation and it is interesting for Ireland that the Norwegians say a lot of this has been caught in the Irish sector.

Blue whiting appear on the Porcupine Bank, west of Kerry, in February and then move northwards towards the Faroes and Norwegian sea.

This year about thirty Norwegian ships moved onto blue whiting on Atlantic grounds.

## 'Sunlit Waters' streams in



THE FORMER Scottish and Fleetwood seiner - trawler *Speedwell*, sold to Grimaby owners as recently reported, has now been renamed *Sunlit Waters*.

The 49-ton wooden vessel has been undergoing conversion work at Lowestoft to enable her to operate as a pair trawling vessel since

*Sunlit Waters* is a new addition to the pair trawling fleet at Grimaby. Her skipper will be Colin Spill, pictured left.

she was sold. She arrived at Grimaby in the middle of last week and will operate through the Tom Sleight (FS) Ltd. agency under the command of Skipper Colin Spill, one of the port's most experienced pair fishing skippers, who also has an interest in the former west coast vessel.

*Sunlit Waters* will pair up with an already established Grimaby pair trawler, and although her identity has yet to be disclosed the partner vessel will probably operate through a different agency.

Until recently Skipper Spill had interests and command of the steel pair trawler *Dawn Waters* linked with *Ashby*, but this team has now broken-up and *Ashby* is single boat fishing while *Dawn Waters* has been sold to west coast interests and will shortly begin a fresh start boom fishing the Morecambe Bay grounds.

This deal means a return, probably to Fleetwood, of the vessel which at one time worked beam trawls from the west coast port as *Boston Islander*.

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'We're not moving'  
GOURDON AGAINST  
TRANSFER OF FLEET

FISHERMEN at Gourdon, Kincardineshire, are not prepared to abandon the harbour and move their boats to Stonehaven, as has been suggested in a report from Grampian Regional Council.

Iain Murray, prospective Scottish Nationalist candidate for North Angus and Mearns, made this claim recently. He also challenged the council to hold a public meeting in Gourdon to tell fishermen their plans for the harbour.

Mr. Murray said: "There is considerable disquiet over Grampian Regional Council's report on small harbours. This disquiet exists because of a suggestion that Gourdon boats be transferred to

Stonehaven and Gourdon harbour abandoned."

After speaking to fishermen in Gourdon, Mr. Murray said that the idea was totally unacceptable to them. The recommendation would mean the catch each day would have to be brought back to Gourdon for sale, since fish merchants said they will not move to Stonehaven. It also meant that Gourdon boats would have to sail an extra three to four hours each day to reach their fishing grounds.

Despite local protests, the entrance to the harbour is claimed to be wrongly constructed and a pair of 'useless' harbour gates were installed to meet local criticism.

He added: "These factors cost money and could economically kill any fishing by Gourdon boats."

Mr. Murray said that the other suggestion to spend £3,750 on Gourdon harbour over the next four years was ridiculous.

Mr. Murray said that the report had been out since January, but had never been discussed in public at Gourdon by the council.

He added: "There can be no doubt that the former Kincardineshire County Council made a shambles of Gourdon. It is a shambles which has stopped young men going into fishing."

Mr. Murray said that the report had been out since January, but had never been discussed in public at Gourdon by the council.

"It is well past time that the Grampian Regional Council met the public at Gourdon," he said.

Row over west  
coast poaching

HAMISH WATT, Scottish National Party spokesman on Fisheries, accused Bruce Millan of sheer complacency over the Fishery Protection Service at Scottish Question Time in the Commons on Wednesday last week.

The Secretary of State had claimed that two surface

vessels operating off the west coast were providing an adequate service. Mr. Watt accused him of not knowing his facts.

Many instances of illegal fishing by Norwegian and Faroese boats, which have gone undetected by the Fishery Protection Service, have been reported to Mr. Watt by Banffshire fishermen.

Mr. Watt called on the Secretary of State to seek much closer co-operation with Scottish fishermen in reporting poachers.

Afterwards, Mr. Watt said that two surface vessels and four Nimrod flights each week were totally inadequate. He called on the Government to build more and faster vessels to ensure that the more rigid regulations governing minimum net mesh sizes and strict by-catch percentages can be properly enforced.

"There is little point in UK vessels sticking to conservation methods if the boats of other countries are allowed to fish as they please," he said.

Boat for  
part-  
timers

THE FISH HUNTER is an 18ft. 19in. GRP launch produced by Bossom's Boatyard Ltd. of Oxford and aimed at part-time fishermen.

The hull is moulded with a small clinker form and is of the full rounded hull type with a wide transom and generous beam. The mould was taken off a Newhaven fishing boat. The deck and cockpit sole come as one moulding and the modern wheelhouse can be fitted forward and aft. The forward wheelhouse version offers full weather protection, whilst still retaining a large open cockpit which can be used for working purposes or cargo carrying. Beam is 7ft. 1in. and depth, 2ft. 3in.

## Speed

The Fish Hunter is powered by a single-cylinder Sabb diesel (type HG) which produces 8 hp. Both engine controls and steering are by Morse cable and the rudder is hung outboard of the transom. Top speed is seven knots.

The Fish Hunter is being sold as a Harbour Master's launch for small harbours and as a river and harbour patrol vessel, in addition to her main design function as a single-handed inshore boat for part-timers. Price is £4,375 ex works, plus VAT. The boat (pictured) has gone to Brighton and a second will be shown at the Southampton Boat Show.

... bring in  
hovercraft

THE NAVY is testing its new BH7 hovercraft in a fishery protection role off the Scottish coast.

Hamish Watt, the SNP fisheries spokesman, is urging the Secretary of State for Scotland to acquire high-speed hovercraft for the Scottish coast.

Mr. Watt said: "We should now be taking steps to beef up our fishery protection fleet. The unreasonable attitude of EEC Ministers has made unilateral action by the UK essential, and this will put additional strain on Royal Navy

and DAFS crews. We must see to it that these men have the best possible equipment."

If the Navy's trials prove successful, and the hovercraft is shown to be capable of coping adequately with the very harsh weather around the Scottish coast, the Secretary of State should consider acquiring at least one for the DAFS fleet.

"It could provide the extra punch which is needed. With a top speed of 60 knots, a hovercraft could easily outstrip the most elusive fish pirate on a reasonably calm sea."

PATROL  
CRAFT  
TOO  
SLOW

DEVON's chief fishery officer, Harry Worden of Brixham, wants a bigger and faster patrol boat able to catch offenders in all weather.

The present £50,000 boats becoming less useful for the south-west area which is attracting the UK's biggest boats.

The fisheries patrol boat is unable to keep up with the fishing craft and so Mr. Worden is asking his committee to consider a new £200,000 craft capable of 11 knots in all weather.

The committee was told that fishermen deliberately flout bye laws — purposely waiting until rough weather because they know the patrol boat is unable to move.

"Unless the Devon Fisheries Committee starts to consider itself as a major committee with a powerful say, there is a strong danger that the south-west fisheries will be overrun by the big boys and boats from Scotland, Grimsby and Hull."

"I want to extend our district, increase our staff, buy a bigger boat and make the bye laws more stringent," Mr. Worden told the committee. It was agreed that the matter should be raised before the appropriate committee of the County Council.

Computer  
to help  
navigate

SINCE the Australian Government has decided to extend the country's fishing limits to 200 miles it has realised that there are not enough Australian fishing vessels at present to explore and exploit potential fisheries in it.

To overcome this problem the Government has decided that for five years it will permit import of a limited number of second-hand fishing vessels built abroad in order to encourage development of these fisheries.

Individuals or organisations who want to import them can apply now to: The Secretary of the Department of Industry, Canberra, ACT 2600, for permits to do so.

As a consequence of this legislation it is possible that a few more Scottish MFVs or larger trawlers will be setting sail for the Antipodes and that crews will be required to man them.

It is equally possible that skippers will be required to take charge of them while on passage and perhaps assist with fisheries development work on arrival.

Should you be offered the tempting prospect of sailing a 60-80 ft. MFV to Australia via Panama and Tahiti to Sydney and to help the development of new fisheries for five years, how would you feel about your navigational competence to do so?

I suppose you might feel that with the availability of Loran and Satellite

books of tables when working out sun and star sights.

A calculator called the Tamaya Digital Navigation Computer would be useful to have on board in case your principal electronic navigation aids should develop defects.

There would appear to be few, if any, navigational problems which you cannot solve speedily with this little device which measures about 5 x 3 x 1 in. and weighs only half a pound. It will solve no less than ten standard dead reckoning and pilotage problems, and eight recurring celestial navigation problems.

The computer is obtainable from Talsonic Marine Ltd., 243 Euston Road, London NW1 2BT.

Packing a  
stern tube

"I HAVE bought a boat which has been laid-up in a creek for eight months."

The hull is sound, though dilapidated, but the engine is in a sorry state and when I hauled the boat out the other day I found that the packing in the stern gland had become dry and brittle.

"Could you tell me what kind of packing it would be best to use to repack it, where to get it and how to do the job?"

Rapid packing No. 374 would suit you as well as any. It is a solidly constructed resilient, plaited, lubricated packing evolved for use in small and medium sized craft.

It is one of many semi-metallic and non-metallic stern gland packings produced by James Walker and Co. Ltd., Lion Works, Woking, Surrey, most of which consist

lower co-efficient of friction than any other lubricant, is fused into packing it is almost impossible to dislodge. And so the leak, which is normal to allow in any stern tube to prevent overheating and burning of the packing, will not wash it out as it does tallow and graphite in time.

The manufacturers claim that if this packing is used, little gland adjustment is required after the initial break-in period, replacement will not be needed for a much longer period and shaft wear will be greatly reduced.

You don't say what size your boat is but if it is under 12 metres long, asbestos impregnated packing would be the best type. If it is much larger, a packing composed of braided flax fibres impregnated with Teflon resin and a lubricant which assures flexibility and compressibility would be better.

Teflon impregnated stern tube packings were developed by the A.W. Chesterton Co. of Massachusetts, USA, and are

## John Burgess' Log



obtainable in this country from Godfrey Engineering Ltd., Godfrey Works, Sandall Road, Wisbech, Cambridgeshire.

Whatever type of packing you decide to use, best procedure would be to wind a 1 in. (9.5 mm) diameter length of it round the shaft and then,

with a razor sharp knife, to cut it diagonally across so that it forms a number of rings of exactly the right sizes. If the gland is tightened without this being done, it may leak.

If the rings are compressed too tightly, they may smother or burn. This can be

prevented by squirting a little oil on the shaft to assist them to seat quickly without overheating or by slackening the pressure to allow a trickle of water to run over them.

## Training

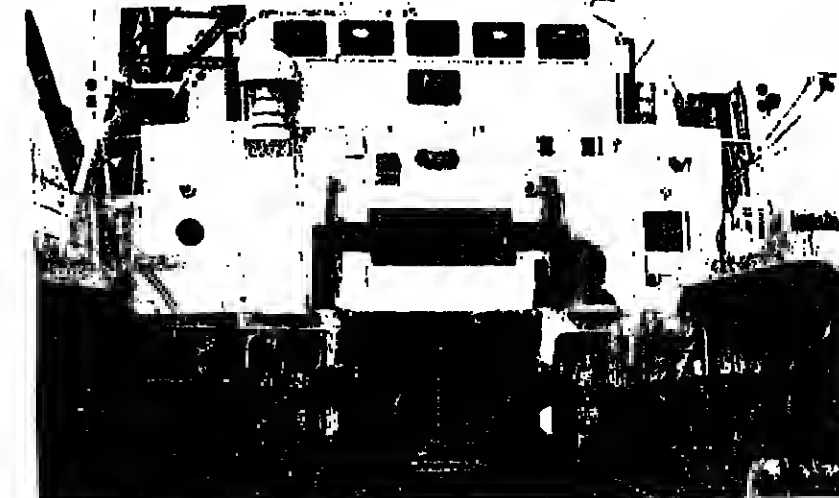
"COULD you tell me about any university courses for fishermen?"

■ Courses are offered by: The Hull Nautical College, George Street, Kingston upon Hull, North Humberside; The Department of Maritime Studies and Fisheries, Grimsby College of Technology, Nune Corner, Grimsby, South Humberside; and Lowestoft College of Technology, Herring Fishery Score, Lowestoft, Suffolk.

Correspondence courses are offered by Captain F. S. Howell MBE, 8 Charlton Way, West Charlton, Kingsbridge, Devon.

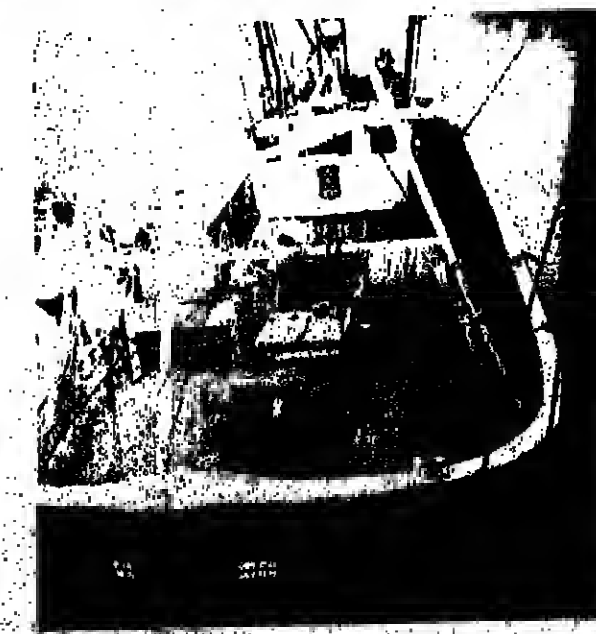
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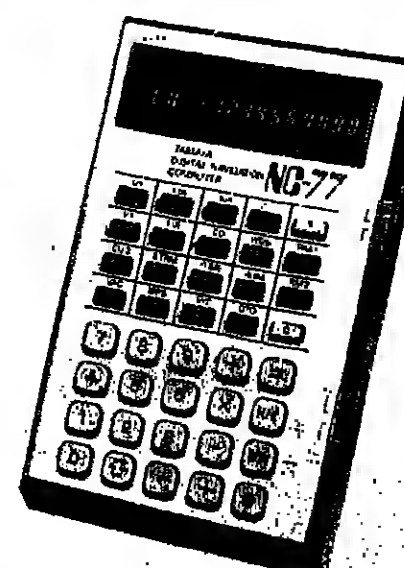
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The Tamaya Digital Navigation Computer is a useful machine to have on board if your principal electronic navigation aids develop a defect. It weighs only half-a-pound and solves problems with great speed and accuracy.

Navigators, navigation would present no problem either on passage or when working a 100 miles or so off the Australian coast where there is no Decca coverage. However you may also feel it would be a good idea to refresh your memory of the basic methods of navigation. If that's the case, it would be easier to use one or other of the many pocket calculators now available to save yourself the trouble of wading through

ANY  
QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try, and answer them. If they are sent with a stamped addressed envelope, for reply.

basically of plaited flax yarns.

The flax is impregnated with tallow, mineral greases or lubricants, graphite, mica or molybdenum disulphide according to whether a packing is required for water, grease or oil lubricated stern glands. Strands of anti-friction material are incorporated in the flax to make semi-metallic packings.

It is possible that one of the company's Sturtevant packings might suit you better, so when asking for recommendations and quotations, it would be advisable to say whether your stern gland is lubricated with water or grease.

Another type of packing is composed of braided asbestos strands, each of which is impregnated with Teflon (PTFE) resin.

When Teflon, which has a



The GRP-hulled Fish Hunter for part-timers.



## Ex-Swedish trawler to pair-up

A SECONDHAND Swedish trawler has joined the Fraserburgh fleet.

Named Ron, the 80 ft. wooden-hulled and cruiser-sterned boat (right) has been bought by Skipper John Strachan of Inverlochty in partnership with Bruce Davidson of Peterhead, James Duthie of Inverlochty and the Fraserburgh division of Richard Irvin and Sons.

She is to be renamed *Comellia* (FR 287) and is now having an overhaul and refit before starting mid-water peli trawling in partnership with the Fraserburgh vessel *Fragrant Rose*.

The boats may start working herring in the Clyde before moving on to the North Sea sprat fishing.

*Comellia*, built in Sweden about 14 years ago, is powered by an Alfa 620 hp engine which turns a controllable pitch propeller.

An Andersen and Sorrig trawl which was fitted about 18 months ago. This is provided with a wheelhouse-operated hydraulic braking system designed for use in mid-water trawling to adjust the depth of the net.

She is to be fitted with a new Hopp power block and fish pump, Wesmar sonar, Koden radar and Decca Mk. 21 Navigator and Track Plotter.

### ADVERTISEMENT

## wesmar news

### WESMAR assists in pilchard trawling

Last October, James Suchan, Captain and co-owner of the 55-foot trawler *AMETHYST* from Peterhead, England, arrived in the Plymouth, England area to participate in pair trawling for pilchard with the *SERPTA* and *QUI VIVE* fishing vessels. Within a short time, it became evident to Captain Suchan that the two corner-roped boats were getting better results than his.

After two months of feeling he was falling behind in the three-day trawling arrangement, he decided to install a WESMAR SS230 low frequency scanning sonar on the *AMETHYST* to see if he could improve his performance. Within a week, Captain Suchan was spotting pilchard at a range greater than 3500 feet.

Using the SS230's modulated sweep display and digital readouts of range, he was able to determine both the size of the school and its distance from the *AMETHYST*. Also, when several targets appeared simultaneously on the SS230's CTR screen, Captain Suchan knew almost immediately which school was larger and closer.

Captain Suchan said even on poor weather he was able to obtain good marks at 2800 feet. WESMAR's patented stabilization system, compensating for pitch and roll of 25 degrees, improved operation in rough seas.

He said he was able to see pinpoints of rock and rough bottom at ranges to 3200 feet, which helped him avoid hanging up while bottom trawling.

The captains of the *SERPTA* and *QUI VIVE* said they are very



Vlend adjusts his WESMAR AP800.

### AP800 handles the job

After a long search for an autopilot that would be durable and effective in his trawling operations, Maurice Vlend of Eureka, California, has found that WESMAR's AP800 autopilot more than meets his needs.

The AP800 proved itself recently during an emergency towing operation. Vlend was trolling for salmon off Brookings, Oregon, when he was asked by a friend if he would tow his disabled 40-foot trawler, *NIGHTHAWK*, to Eureka, approximately 180 miles south.

The trip began in clear weather and calm seas, but fog soon settled to completely obscure the view. Vlend had to trust the AP800 autopilot, particularly through the tricky waters along the Saint George Reef. The fog never cleared, but the AP800 held the *KAY LYNN* on a precise course.

"It took me 18 hours to reach Eureka and I didn't touch the helm of the *KAY LYNN* once,"

impressed by Suchan's success with the WESMAR SS230, and that it is the best sensor they have seen for its money.

"I've come to rely on the SS230," said Captain Suchan. "I wouldn't go to sea without it."

said Vlend. "I credit this to my WESMAR AP800 autopilot. I knew my previous autopilot could not have handled the job."

When Vlend bought the *KAY LYNN*, it had a competitive autopilot. It soon failed, and he bought another autopilot. It too could not withstand the everyday wear and tear of Vlend's trolling operations.

Finally he tried WESMAR's AP800 and has been satisfied ever since. According to Vlend, the AP800 is easy to use and calibrate. Especially during his trolling operations, when he can set a course and be assured that the AP800 will keep him on that course.

WESMAR Western Marine Electronics, 808 Dexter Avenue North, Box C18074, Seattle, Washington 98108 U.S.A. Telephone: (206) 285-2420. Telex: 329809. Cable: WESMAR.

## Yard refits seiner for switch to Peterhead

THE 75FT. wooden-hulled and cruiser-sterned seiner *Wistaria* (right) has joined the Peterhead fleet following a major refit. Formerly named *Crystal River*, the boat has been bought for Fraserburgh owners by East Coast Traders Peterhead and Buckie's Skipper George Law.

Modifications have been carried out in Arbroath, Mastru which were at Mackay Boatbuilders where Mackay Boatbuilders was the main contractor.

The vessel's original propulsion engine was replaced by a Mirreles Blackstone unit which develops 495 hp at 750 rpm, but the existing controllable pitch propeller and Reintjes gearbox have been retained.

A new Gardner 6LX auxiliary engine of 127 hp has been fitted in the engineroom to drive the hydraulic power-pack for the gear-handling machinery.

On deck seine rope storage reels from the Loois Hydraulic Co. have been fitted at the after side of the winch; the Repp power block

has fabricated a new steel deckhouse and aluminium deckshelter for the vessel. Steelmek Ltd. of Peterhead has fabricated a new steel deckhouse and aluminium deckshelter for the vessel.

On deck seine rope storage reels from the Loois Hydraulic Co. have been fitted at the after side of the winch; the Repp power block

A range of new electronic instruments has been fitted in the wheelhouse and comprise Atlas 700 Fishfinder, Sailor T122 R105 radio telephone and RT14 radio telephone, Maru watchkeeping receiver, a Decca Mk. 21 Navigator, radar, 150 autopilot and Talk-Back system.

Safety equipment to a DofT requirements has been installed, including a fire detection and alarm system.

*Wistaria* was built at Flekkefjord, Norway, in mid-1950s for owner: Sweden. She was bought for Fraserburgh in 1970 by Skipper James Cardno.

## Four more from Cornwall

FOUR Cygnus Marine GM boats were launched in one week earlier this month. They were a 21-footer, two 26-footers and a 32-footer.

The GM 21 is named *Boy Andrew* and works from Newlyn under skipper-owner Allister Compton of Penzance. She has a beam of 8 ft, draft 2 ft 6 in. and displacement three tons.

*Boy Andrew* is powered by a 30 hp Lister diesel and will go mackerel fishing and longlining. A special feature is her self-draining decks. Other fittings include Wagner 1700 band-hydraulic steering gear, Koden echo sounder and Seavoice radio. The owner is to fit his own hydraulics.

*Northern Lights* is a 32-footer for Mr. W. J. Aldiss of Fakenham, Norfolk, which is fitted with two tanks in the GRP galley unit behind the aft wheelhouse. The 12 ft beam by 4 ft draft potter and netter is powered by a Lister 88.8 hp diesel driving through a 3:1 mechanical gearbox. Fuel capacity is 275 gallons in a single tank.

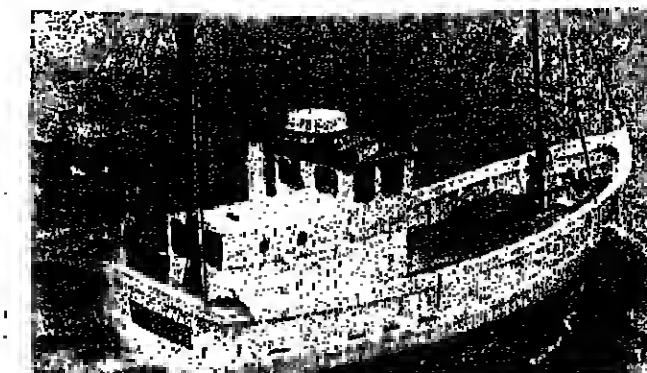
The owner is to fit his own deck gear, but inside the wheelhouse are a 'Sailor' RT144B, Depmar 131 echo sounder and Decca 080 radar.

The first of the two GM 26 boats was fitted out by Treeve Marine, the Cornish firm which builds the DS range of

shallower GRP boats. Chris 'Fub' Brook of Cygnus told *Fishing News* he thought the firm had made a "very good job of her." The boat is named *Lucinda* and she is to fish out of Newlyn/St. Ives for owner Gerry Bligh.

The craft is powered by a four-cylinder Ford diesel of 70 hp and she has Teleflex steering. She will work as a longliner and is equipped with a Seavoice VHF and Koden echo sounder.

The fourth boat is *Dawn Breaker*, a 26-ft. single-handed potter and light trawler. She is powered by a Thornycroft 45 hp diesel and built to full WFA specifications.



Above: *Northern Lights* with her aft wheelhouse/galley unit and light *Lucinda* fitted out by Treeve.



Below: *Boy Andrew*, a 21-footer, is a Newlyn-based line boat skipper-owned by Allister Compton.

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## ICELAND ORDERS BOAT FROM HULL

THE steel boat builders Hull Steel Craft has confirmed an order for a 37-footer for an Icelandic owner.

This is the firm's first order for Iceland and the boat will be powered by a Ford six-cylinder diesel of 120 hp driving through a 3:1 reduction gearbox. The engine will be supplied by Diesel Marine of Norfolk.

Aalborg Heraldsson of Seydisfjord has ordered the boat which has a 12 ft beam, 4 ft draft, and Marol hydraulic steering gear from Japan.

Hull Steel Craft has turned out 80 steel hulls in a year and has now moved up to offer a 60-footer.

Director John Bailey told *Fishing News* a 60 ft x 16 ft x

6 ft 6 in. hull had been built on spec and is priced at £12,500. The firm may use the hull to fit out for survey work, or sell, and the price includes the deck, wheelhouse, rudder and stern tube.

### Fast delivery

The firm has no big plans to turn out 60-footers, but will be concentrating on the 30 ft range with which it has made a name for fast delivery of a very basic boat at low cost. A typical 30-footer costs in the region of £10,000 fitted with hulls, opside down, and out. Recent completions include a prawn trawler for Ken MacFarlane of the Kyle of Lochalsh. This boat is powered by a Perkins 72 hp diesel and has an aft month-

wheelhouse and a hydraulic hauler. Another 30-footer was delivered last month to a Salcombe, Devon, skipper. It is a 30-footer, powered by a Ford diesel from Diesel Marine of Norfolk and has a Spencer hauler.

*Koth Marie* for Hull Steel Craft is a 30-footer, built in 1977, and is fitted with a 30 hp diesel engine and a Spencer hauler. Hull Steel Craft has produced 30 hulls in the last 12 months and will be producing 30 more in the next 12 months.

